

AIRFIX magazine

JUNE, 1967

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ISSUE**

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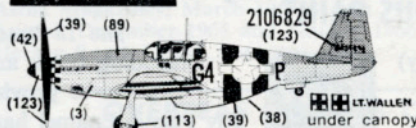
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AIRFIX magazine

AIRFIX

Volume 8, Number 10

FOR PLASTIC MODELLERS

magazine

June, 1967

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COVER PICTURE

The scene in the 1966 Monaco Grand Prix as John Surtees in a V-12 Ferrari leads Jackie Stewart in a BRM, the eventual winner, through the notorious Monaco chicane.

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NEWS FROM AIRFIX

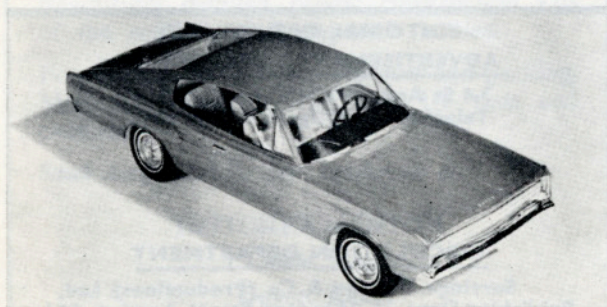
The world's greatest value in construction kits

- OO/HO scale Romans
- 1:24 scale Pontiac and Dodge
- Shipboard slot-racing

AIRFIX go back two thousand years for the choice of subject for their latest release in the HO/OO scale figure series, a 55 piece set of Roman soldiers. Superbly detailed, there are 26 individual soldiers in the set, four horses, an easily assembled chariot with separate wheels and shaft, and—a new departure—separate shields which are designed to plug on to the arms of those figures which carry them. Apart from greatly facilitating painting, this new feature will be appreciated by keen converters for the wide range of variations that become possible. For instance, shields can be affixed at slightly varying angles, thus giving greater individuality to separate figures. And other ideas suggest themselves whereby figures could be altered to appear to be carrying their shields by the rim or slung on their backs.

Included in the set are a centurion, four archers, two kneeling legionnaires, four marching legionnaires, two with broadswords, four charging, two fighting, two advancing, and two wounded men. There is also a chariot driver, a chariot officer, two soldiers with spears, and a standard bearer carrying a fully detailed crested banner and dressed in the traditional puma head helmet. All the figures are dressed in the familiar Roman garb of leather and metal reinforced tunic, sandals, and ridged helmets. The centurion and officer have feather crests in their helmets.

Moulded in grey unbreakable plastic and requiring only painting to be ready for combat, the Airfix Roman legions cost 2s 3d per box. Assembly instructions for the chariot and shields are given on the carton.



The new Airfix Dodge Charger.



The Pontiac GTO in 'stock' trim.

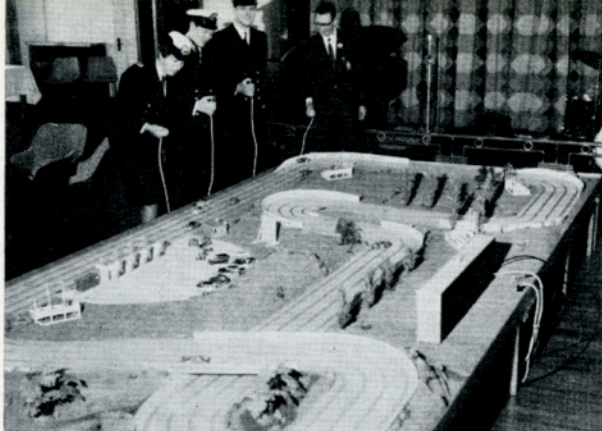
FIRST of two simultaneous new releases in the Airfix 'Elite' 1:24 scale car series is an up-to-the-minute kit for the 1967 Pontiac GTO. Created by MPC like earlier 'Elite' series kits, the new Pontiac comes with enough options to satisfy the most ardent conversion fan and can be completed to choice as either a 'stock' car—production car in British terms—a 'match' or competition car, or finally as a 'custom' model replete with a host of trim alternatives and 'goodies'.

Attractively styled with the current well-known form of GMC high waisted body, the Airfix Pontiac GTO is a faithful scale replica of one of the most successful cars in American saloon car racing, the prototype being a 'performance' version of the standard Pontiac. Apart from the basic body shell and chassis pan provided in the kit, virtually everything else has at least two alternatives for the modeller to choose from, and the very clear instruction sheet is broken up into sections treating each stage of assembly and the options separately. Thus the plated V-8 engine can be finished in stock or custom trim with a choice of three types of exhaust manifold. And the interior has standard or bucket seats for competition work with optional headrests for either. There are alternative tail and headlights, optional air scoops for the bonnet, stock or racing wheel hubs, and adaptor rings enabling the wheels to take the optional wide slicks which are also provided. Further details include silencers, carbs, and even a faithful replica of the Bendix electric fuel pump.

For racing, a rollbar is provided and there is also a body brace enabling the body to be propped clear of the chassis for display purposes. Screws are provided for fitting the body to the chassis. Price of this kit is only 16s 6d.

RELASED with the Pontiac GTO is an equally fine 1:24 scale model of the 1967 Dodge Charger, well-known for its controversial fastback styling and also a big name in American saloon and drag racing events. The Airfix model, like that of the Pontiac, comes with a host of options for the keen modeller. In fact, any one of four separate versions can be built from the kit namely a stock, custom, saloon racing, or drag racing car and full instructions and the necessary components are given for each one.

Two alternative dummy engines are provided, either a dual 4-barrel (ie, V-8) for competition versions, or a single 4-barrel for the stock car. Optional injector stacks are supplied for the engine and if these are used a transparent bonnet with cut-out to take the injectors is used from the many 'extras' which come in the kit. There is also a choice of two grilles, three rear trim panels, alternative exhaust manifolds and silencers, three types of wheel hub, standard tyres or racing slicks, and a stock or racing interior trim. In the latter case, extra instruments are



The Airfix/MRRC circuit aboard SS Chusan.

fitted for racing, there is a fire extinguisher, and a heavy roll-over cage is provided for the interior.

Other details include a rollbar, shock absorbers, fuel pump, gearbox and transmission, bonnet scoops, and cowed rearview mirrors for the competition versions. As with the Pontiac, a body brace is supplied for use as desired to lift the body clear of the chassis and so display the detailed interior. For normal use, however, screws are used to mate the body and chassis. A sheet of colourful 'sponsor' transfers is provided with both the Pontiac and Charger kits for application by the modeller who favours his models in competition trim. Complete with numerous plated parts, the Airfix Dodge Charger kit costs 16s 6d.

FOR the first time ever, all the thrills of Grand Prix motor racing will be available in future to passengers on luxury ocean cruises operated by the world famous P & O shipping line.

On board the 24,000 ton SS *Chusan* is a 1:32 scale Airfix motor racing circuit and more than 1,000 passengers on each of the *Chusan's* 12 cruises this year will have the opportunity of trying their skill at high speed miniature Grand Prix motor racing.

The four lane, 128 sq ft circuit has been specially designed and built by Airfix/MRRC to dismantle into four sections for easy portability and stowage. The circuit is being used in both first and tourist class ballrooms.



The original pilot of Bit O' Lace, John Bauman, went to buy a present for his son and discovered to his surprise that the Airfix B-17G Flying Fortress was, unbeknown to him, modelled on his old machine. Bauman, then a 2nd Lt, flew Bit O' Lace on 30 missions over Berlin, Bremen, and Hamburg in 1944-45. Here he poses with the kit he purchased—in its American packaging incidentally—alongside the original Bit O' Lace artwork painted by Milton Caniff. (United Press International photo.)

June, 1967

NEWS FROM IPMS

FIRST of a series of bi-monthly film shows was held at the London area meeting on April 28, Mr E. J. Creek generously providing a selection of rare Luftwaffe films including an excellent and startling feature on the Me 163 together with others covering air to air combat. Members gathered much new information in regard to camouflage and markings during the programme. The next London area meeting will be held at the St Mark's Church Hall, Balderton Street, London W1, on May 26 at 7.0 pm and Mr Creek will give a further film show at the same venue on June 30 to which members and friends are welcome. Among the films to be shown will be a feature on the Me 262 and it is also hoped to include film of some of the pre-war Hendon Air Displays.

The various branches are holding their area eliminations for the National Model Competition and members interested in supporting local meetings should note the addresses of the respective area secretaries. Non-members may also care to contact our branch organisers for further details of our activities or write direct to E. J. Munday, 110 Terrace Road, Upton Manor, London E13 for membership details. Birmingham: R. W. Adams, 64 Water Orton Road, Castle Bromwich. Newcastle upon Tyne: D. Warwick, 87 Jesmond Park West, Newcastle on Tyne 7. Northants: M. Faulkner, 68 Collingwood Avenue, Corby. Bristol: D. Molyneux, 27 Burghley Road, St Andrews Park, Bristol 6. Hull: H. Evinson, 7 Warne Grove, Alexander Road, Beverley Road.

Regular meetings are held at the respective branches to which members and friends are always welcome and it is hoped later in the year to open other branches in areas at present not covered by the above. Dates of area meetings together with the venue will be given in this column in future issues.—R.C.J.

We have many letters from readers requesting back copies of **AIRFIX MAGAZINE** containing conversion articles. Back copies of some issues are still available for the benefit of readers who may have missed or mislaid earlier editions. For example, here are some of the practical articles which have appeared.

1965: September—Jeep conversions and Battle of Britain colour schemes. **1966: March**—Firefly Profile and Red Army equipment. **June**—Half-track conversion and four-stacker destroyers. **July**—RF-4C Phantom conversion. **August**—Catalina conversions. **September**—Matador variants. **November**—Sturm-tiger conversion. **December**—Me 262 conversions and half-tracks. **1967: January**—Joseph Stalin 2 conversion. **April**—1916 tanks and Me 262.

Would readers please note that all issues **not** listed above are now out of print and can no longer be supplied.

Back copies cost 2s each (including postage) for all copies up to and including September, 1966. From October, 1966, onwards the cost is 2s 6d an issue, post paid. Please address all requests for back copies, together with your remittance, to our circulation department at **SURRIDGE DAWSON & CO (PRODUCTIONS) LTD, PUBLISHING DEPT. 26 ABERDOUR STREET, LONDON SE1.** Note the new address.

ARE YOU A KIT CONVERTER?

THE Avro 707C, delta-winged research aircraft WZ744, left RAE Farnborough in April and is now part of the aircraft museum formed by No 36 Squadron at RAF Colerne, Wiltshire. The aircraft had been in continuous service at RAE since January 1960 flying an experimental electrically signalled flying control system.

As a pure research aircraft, the Avro 707C has had a long and interesting history. It first flew in July, 1953, and as the only two-seater of the five built, was used by A. V. Roe and Company Limited as a familiarisation aircraft for pilots converting on to the type.

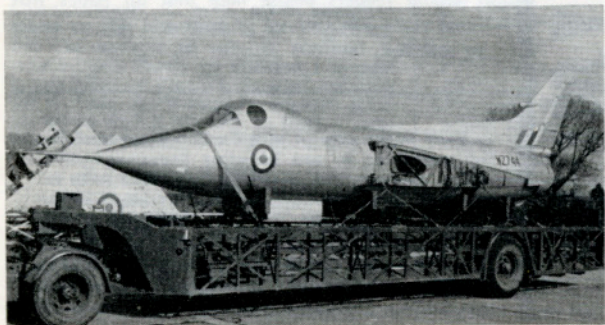
Involved in the early research work on the Vulcan bomber the 707 went to Boscombe Down for assessment studies of the delta-winged aircraft as a stable gun platform. It came to RAE in 1955 for a six month period whilst basic aerodynamic measurements were made before it returned to the Avro airfield at Woodford, Cheshire, for modification to take the basic electronically controlled flying control system.

The first flight using the new controls was made from RAE in January, 1960. Since then the system has been developed so that the whole range of flying from take-off to landing has been done using the method. The basic system was developed to a manoeuvre demand control which did away with the



normal stick and rudder pedal method of aircraft control. The pilot had one hand on a control box and the other on the throttle. By pressing buttons on the controller he could fly the aircraft with great ease and even do complicated aerobatics. This type of system will, it is expected, take over from the present methods and be of great use where high 'G' forces are present. The work will continue on the RAE's Hunter Mk 12.

To keep the Avro 707C flying, RAE had to request spare parts from two other aircraft of the type which had long since seen the end of their flying days. One of these was already at RAF Colerne and Flight Lieutenant Bob Osborne, in charge of the museum, requested that the aircraft should join its predecessor when it was known that it had ended its useful life.



Top: Some of the 24 men who jumped from each of eight Argosys that took part in the mass parachute demonstration at Aldershot. A total of 540 men took part. This aircraft was from No 267 Squadron. **Above:** The troops go in. An attack by men of the 3rd Battalion Parachute Regiment on Caesar's Camp, Aldershot, from Wessex helicopters during the Royal Review of the 'Red Devils'.

QUEEN VISITS PARACHUTE BRIGADE

THE Queen and the Duke of Edinburgh saw a demonstration of the work of the Parachute Brigade at Aldershot on April 24 which included a mass drop of 540 parachutists, a free-fall display, some of the latest developments in airborne assault operations, a strike by Hunters in support of ground troops and an attack on a well-defended hill by a helicopter-borne assault force.

The assault was led by free-fall parachutists dropping on to a DZ at Long Valley near Aldershot to prepare the way for the main drop. Two Canberras from No 58 Squadron at RAF Wyton flew low overhead taking reconnaissance photographs of the area and then the main assault was on. Led by five Beverleys from No 47 Squadron the parachutists descended, rapidly filling the sky with their dark green parachutes as wave after wave of Hastings and Argosy transports disgorged their loads over the small area of the dropping zone.

The brilliant light from the flares set up by the advanced guard contrasted strongly with the background of trees now covered with parachutes. Here and there a white 'chute mingled with the darker coloured ones indicating that one of the jumpers had need to use his emergency canopy when the main one failed. A Scout helicopter swept over the DZ checking that there were no casualties and clearing the area for the return of the Beverleys and the second wave of artillery and armoured cars which descended on their quadruple 'chutes. Each landing was accompanied by a large explosion caused by the inflated air bags under the equipment detonating on impact and preventing damage to the contents of the pallets.

The assault forces moved off in battle order only fifteen minutes after the first drop. A short wait whilst a new electronic homing device was demonstrated and then another Beverley, this time a red and white painted one from RAE swept over the DZ and dropped four trefoil parachutes which are being developed for use with airborne forces where a drop has to be made below radar cover at 400 feet. Each 'chute has three

canopies. They deploy quickly and break the fall much more rapidly than the present type. Although tests are still continuing, contracts have been placed for manufacture and the British forces should be getting them for operational use before long.

The next feature was an assault on Caesar's Camp, a local landmark, made by two companies of the 3rd Battalion who were carried into action by eight Wessex helicopters from No 72 Squadron at RAF Odiham. The action was made more realistic by the use of pyrotechnics and simulated bombing and shelling. Six Hunters from No 1 Squadron opened the attack by ground strafing the enemy position with cannon and bombs. The 'enemy' replied and for a while the hill was covered in smoke.

Having softened up the position the helicopters led by a Scout charged up the valley keeping well below the line of the hills and dropped their loads in a matter of seconds. The troops took cover and the helicopters went round again to pick up artillery and vehicles to continue the assault.

The demonstration was most realistic and although it must have been 'one of those things' for the men taking part, this spectator, at least, was most impressed. What I think was my main reaction to the display was the way in which the two services, Army and RAF, had almost completely joined forces in a way which could hardly have been possible a few years ago. I questioned several of the officers I met later in the day and all seemed surprised that anyone should think that No 38 Group RAF and their Army counterparts should be anything else but one team. The integration of the armed forces under one common Ministry is taking place in a practical manner apart from the political equivalent in the 'corridors of power' in Whitehall.

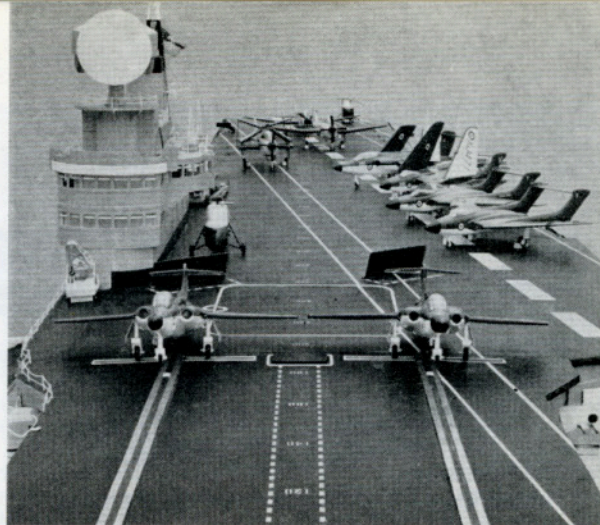
NEWARK MUSEUM

ENTHUSIASTS in Newark, Nottinghamshire have started their own air museum and they showed me their prime exhibit recently when I visited that part of the country. Led by a newsagent and an employee of a light engineering firm in the town they have the remains of a Westland Wallace which was the best of three found near RAF Cranwell in Lincolnshire in April, 1965.

The aircraft, believed to be K6038, was found in some trees not far from the airfield and the Newark group are now busily working on restoring the fuselage. They have a Pegasus engine but no propeller and there is very little information left on the original aircraft from which to work. Naturally they asked that I should publish a request for 'gen' on the Wallace and if any reader has drawings or who can supply information about the aircraft they should contact Mr C. Waterfall, Lincoln Road, Newark.



Harrier in warpaint. The first camouflaged version, XY276, at Dunsfold showing the various armaments with which the aircraft can be equipped. The aircraft shape differs considerably in detail from the earlier Kestrels and should make a good conversion subject. **Opposite page:** The Avro 707C leaving Farnborough for the Colerne museum.



Not for real! This 70 foot long model of HMS Victorious will be on tour on a trailer during the summer at air shows and exhibitions.

Apart from the Wallace the group has a Miles Magister which they are restoring as T9738. Its civil registration was G-AKAT. They also have G-AMUJ an Aiglet which crashed at Rauceby in June, 1960, which they intend to refurbish into exhibition condition.

HMS 'VICTORIOUS' ON TOUR

THE 70 ft long model of HMS *Victorious* which was built by the Royal Navy recently is off on tour again now that the season for air shows has begun, refurbished for the season. The four-man crew led by Petty Officer Ron McLachlan, at present serving at Lee-on-Solent, have produced models of Sea Vixens, Buccaneers, Gannets and Wessex helicopters to display on the flight deck.

The model is mounted on an articulated lorry and when on show a stair and walkway is provided so that the public can see the models and the flight deck in detail. The exhibit is well worth seeing and is bound to be an attraction at the many shows which have already booked it for the summer.

WAR GAMES CHAMPIONSHIP

THE 1966 National War Games Championship took place in October of last year. As the War Game Section of the BMSS won this Convention, it has fallen upon them to provide a suitable venue for the War Games Championships of 1967. These will be held on the Saturday/Sunday, October 14/15, 1967, in the Brunswick Suite of the Bedford Corner Hotel, Bayley Street, London WC1.

The Convention will cost for full board £5 15s 0d. This will include the Convention fee, morning coffee, lunch and tea on the Saturday, accommodation Saturday/Sunday, breakfast, morning coffee and the War Game Luncheon on the Sunday. For persons not requiring the accommodation, refreshments on both days, the Convention fee and War-gamers' Luncheon will cost £2 5s 0d. For Wargamers only wishing to attend the Convention which, of course, includes refreshments, the charge will be 1 guinea.

The Convention itself will consist of various heats of War Games, played between clubs and groups from all over England. The Airfix Trophy will be awarded to the winning team and individual winners will also receive prizes. Further details, reservations, and the complete set of rules (5s), are available from the organiser, John Tunstill, 'Ardgoyn', 61 Benares Road, London SE18.



Above: The M4A3E8 with T121 machine gun cupola.

MILITARY MATTERS

by Peter Chamberlain

Moonlight' to the troops.

Sherman with Horstmann Suspension: Many experiments were made by the Americans to improve the Sherman's suspension. The Horstmann scissors-type suspension was, however, a British experiment on the same lines.

Sherman AVRE: After the Dieppe raid it was decided that there was a need for a special armoured engineer vehicle for assault purposes, particularly in landing operations. Several types were considered and a Sherman V was fitted experimentally with a Petard mortar for evaluation. Priority was given to the Sherman as a gun tank, however, and experiments were discontinued.

Ram AVRE: Early AVRE experiments showed the desirability

THE SHERMAN STORY

PART 9: END OF THE LINE

THE number of modifications, experimental or otherwise, carried out on Shermans and Sherman variants was, indeed, prodigious and all the most important work in this direction has already been noted. To complete the story, however, we must cover various miscellaneous equipment and vehicles which don't really fit into any of the previous categories. Unless otherwise noted in this summary, all the following modifications are British.

Sherman Prong: The Prong device consisted of five (or sometimes four) spikes extending forward horizontally from a cross-member attached to the nose of the vehicle. It was first conceived and devised within 21 Army Group during the Normandy fighting to assist in the surmounting or destruction of obstacles like earth banks, hedgerows, fences, and stone walls prevalent in the *bocage* country of that part of France. Subsequently the design was standardised and limited production of Prongs was undertaken in Britain. These were given mark numbers, Mk I and II being for the Sherman and M10, while the Mk III was a version designed to fit the Cromwell. The US Army's Cullin Hedgerow Device has already been noted and was produced at the same time.

Sherman CDL: This was an experimental Sherman with a specially designed armoured turret housing a searchlight (or Canal Defence Light as it was called). This never went into action but Grant CDLs with similar equipment were used in small numbers in NW Europe in 1945, notably at the Elbe and Rhine crossings. The CDL was sometimes known as 'Monty's

of sponson doors to facilitate easy exit and entrance to the vehicle under combat conditions. The early Rams had this feature and two were converted to AVREs for trials. However, the Churchill proved a better vehicle for the purpose—it also had sponson doors—and was adopted accordingly.

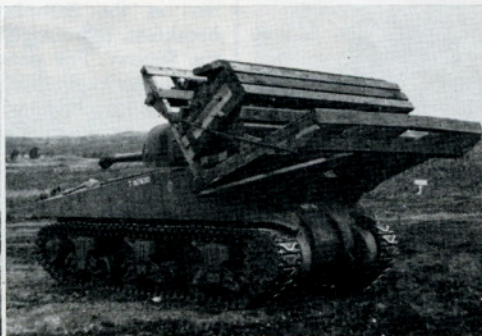
Sherman Fascine Carrier: This was a 79th Armoured Division modification, a rail frame being fitted to turretless Shermans for the carriage of brushwood fascines as an aid to wall and ditch crossing. Only a small number appear to have been converted.

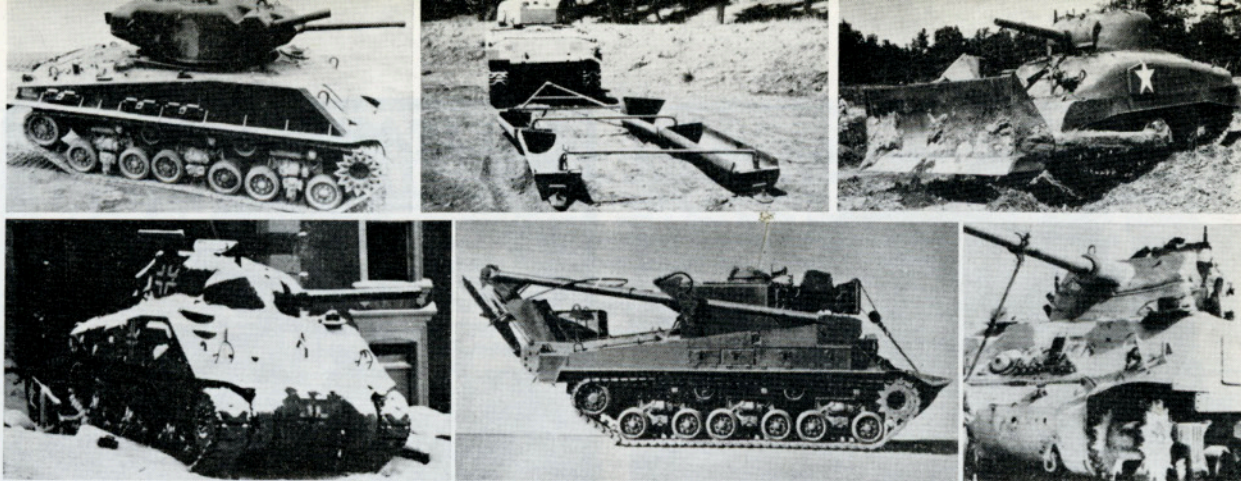
Sherman Crib Carrier: Similar in conception to the fascine carrier, this vehicle had a platform mounted on the front of the tank, the turret being traversed aft. A wooden crib was carried on the platform again as a crossing aid for ditches and walls. So far as is known, this was not used operationally as fascines proved superior in use.

Sherman Tankdozer: This was the British term for the normal M1 or M1A1 dozer blade fitted to the standard combat vehicle. Shermans so fitted were allocated to most Sherman regiments for clearing rubble, filling craters, or dozing emplacements, etc.

Platypus tracks: This was the British term for the extended end connectors (or 'grousers') which were standard Sherman fittings and clipped on to the outer edge of the track shoes to give better grip in muddy or slushy conditions. Grousers were carried on the vehicle in a special compartment aft on each side, the cover forming the characteristic 'bump' visible each side on the rear deck of the Sherman.

Below, left to right: Sherman Rear Link, showing extra aerals, Sherman Crib, and Sherman Fascine Carrier.





Top row, left to right: The T33 Flame-thrower was an M4A3E8 with E20-20 flame gun; Sherman towing assault sledges as described on this page; M4A1 Sherman with M1 dozer blade. Above, left to right: A Sherman captured by the Germans and used by them in the winter of 1945; M74 recovery vehicle; a close-up of the French oscillating turret fitted to an Egyptian Sherman. (All photos Imperial War Museum or US official.)

Sherman with Grapnel: This was an experimental vehicle contemplated for use against barbed wire entanglements or for cliff assaults. It had a rocket projector on the rear of the turret which fired a grapnel and line.

Sherman with Assault Boat: Another experimental vehicle, it was a turretless vehicle fitted with support racks to carry an assault boat, for approaching river crossings under fire.

Porpoise Mk II: Evolved in 1943, this was a floating sledge designed to be towed ashore by DD Shermans. It carried extra ammunition in watertight compartments. Not used operationally.

Sherman Rear Link: A special commander's model with extra wireless equipment and telephone cables for the personal use of Brigade and Divisional commanders.

Wading equipment: Kits were provided for waterproofing the various marks of Sherman so that they could wade ashore from LCTs. Trunking and suitable waterproof covers featured in each kit.

Sherman with Assault Sledges: This was an experimental project for transporting assault troops in armoured one-man sledges towed behind a Sherman tank in units of four.

Sherman RYPA: This was a wooden mock-up of a Sherman turret for the training of tank crews.

Improvised armour: To improve the vehicle's resistance to direct hits, crews tried many novel ideas in the field. Both British and US crews commonly fitted spare track shoes to the turret and hull, sometimes welding them in place. Other devices included a wooden frame round the hull to hold sand-bags, boiler plates mounted on the front and sides of the hull, chicken-wire on the hull sides, and cement or concrete moulded over the hull front. One M4A3 used by the USMC in the Pacific was photographed with wooden covers on the sides to prevent the attachment of magnetic mines by Japanese suicide troops.

POST-WAR DEVELOPMENTS

For many years after the war, the many M4 variants then developed continued as the basis for experimental work by the US Ordnance Dept. Some of the experimental versions are still on the classified list. Of interest was a vehicle with a battery of infra-red lamps across the hull front for night firing and a M4A3 with hollow steel boxes wired along each side and round the turret. These were an anti-bazooka device and damaged boxes could simply be unwired and replaced. The following post-war types are of special importance:

E-1 Anti-Personnel Tank Projector: Devised in late-1945 this was a small flame-thrower, four of which were mounted externally in various positions on the vehicle to ward off enemy

troops attempting to attach explosive devices to the hull. Called the Scorpion, the E-1 was electrically controlled from inside the hull and each unit could be fired individually or the whole battery simultaneously to spray the vicinity of the vehicle with fire. The end of the Pacific war led to dropping of the project. It was designed for fitting to a M4A3.

T33 Flame-Thrower, 1946: This was a M4A3E8 with an experimental turret equipped with a 76 mm gun and co-axial machine gun, mounted with an independently elevated flame gun E20-20.

M4A3E8 with T121 twin machine gun cupola mount: This was designed in 1947 to replace the standard commander's vision cupola and was self-contained with all components integral with the mount. It could take either .30 or .50 calibre machine guns and was remote controlled, being aimed by periscopes.

M4A3E8 with remote controlled .50 cal machine gun: This vehicle had the remote controlled gun fitted to the left side of the turret.

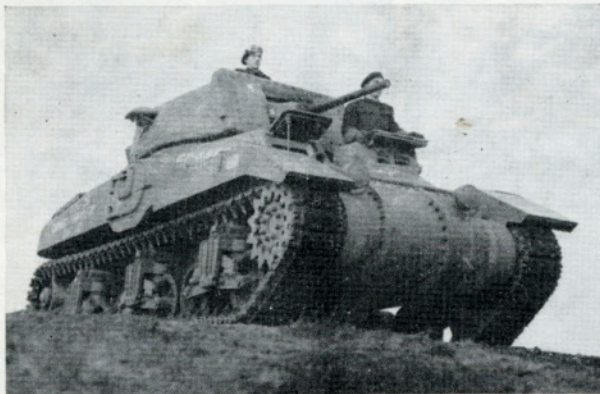
M4A3E8 with CDL, 1951: This was a pilot model for a conversion to be used in Korea, but the project was subsequently dropped. It had a 75 mm gun M6 and a searchlight.

M4A3E8 Barbed Wire Carrier, 1952: Also envisaged for use in Korea, this vehicle had three rolls of concertina wire mounted on the front hull in a heavy cast pivot.

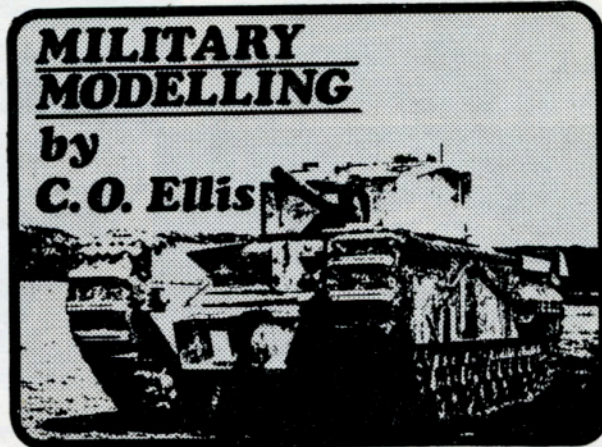
Continued on page 363



Above: Improvised cement armour on the hull front of a US Army M4A3.

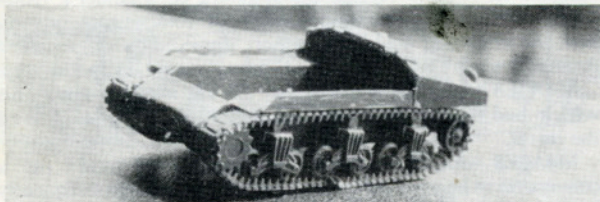


A Ram Mk I which forms the subject of this month's conversion. Note the side door, headlamps, machine gun cupola, and flat turret front. (Canadian Official photo).



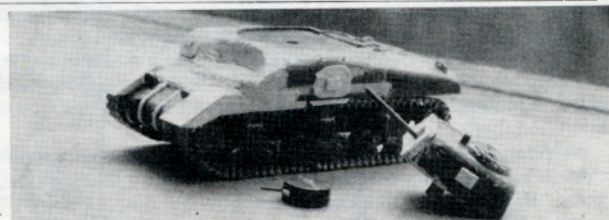
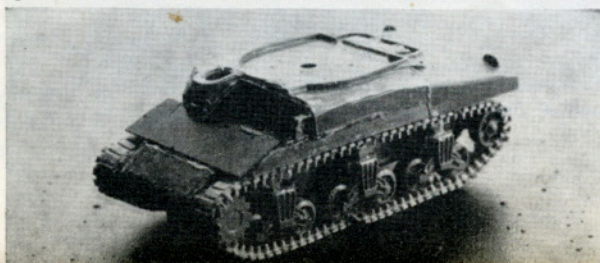
A Ram from a Sherman

ONE of the more interesting variations on the Sherman design was the Canadian Ram which, though it never saw combat as a fighting tank, was used in a number of other roles such as OP, ARV, and troop carrier. It's rather tricky to model, but by no means impossible and the stage-by-stage pictures on this page show what I consider to be the easiest way.

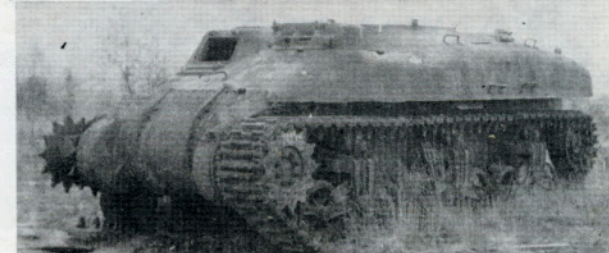
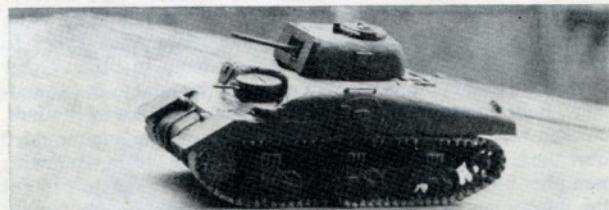


Stage 1 (above): For the Ram Mk I, which I chose to model, the suspension needs slight modification. After assembling the chassis and bogies according to the instruction sheet, take the return rollers—parts 9, 14, 19, 29, 34, and 39—and file away the moulded bracket which surrounds the actual roller part. This will leave you with just tiny cylindrical roller shapes which are cemented directly on top of the bogies. Meanwhile block all the unwanted locating holes in the chassis sides with plastic putty. The late production Ram II had return rollers mounted as for the Sherman, however. Next saw off the nose from the hull top moulding and cement it in position; then saw off the rear hull top immediately behind the turret ring—using the access flap front edge as a guide—and cement it in place. Cut off the lower 3 mm of the hull sides and cement in position.

Stage 2 (below): Then cut away the entire front from the remainder of the hull except for the co-driver's hatchway. Cement this in place and build up a basic hull front from scrap plastic and plastic card strips as shown, taking the angle of the front slope from the drawing. Sides of the hatchway and the open front of the mutilated hull must also be filled in.



Stage 3 (above): Now using plastic putty, build up a layer across the nose, round the hatchway, and across the hull front using the drawings and pictures as a guide to shaping. Use the end of a screw driver to mould the putty into the corners and press it firmly in place. Leave the first layer over night to dry and, if necessary, apply a second layer. I also filled the join along the sides with putty and filed the top edges of the hull sides to a rounded shape taking care not to file right through the plastic. See drawing for remaining details.

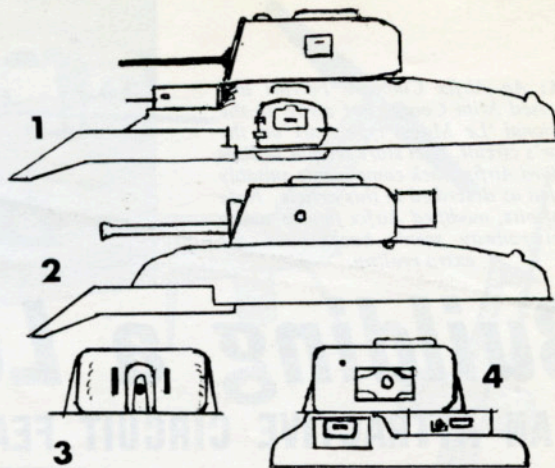


Top: The completed model. Headlamps come from an Airfix half-track. **Above:** A knocked-out Ram Kangaroo. This is an example without side doors.



M4A3 (top): Last month I mentioned a modification to the Sherman model to make a M4A3. The low coaming round the access flap is removed from the rear only and a 1 mm strip of plastic card cemented in its place but close up to the rear edge of the flap. Then all hinge detail is filed from the rear decking and a new engine cover fitted by cementing a 20 mm×14 mm rectangle of paper in place. You also need to modify the hull backplate by cutting a new false rear *without* the cut away of the standard M4. A dummy external radiator is made up from strips of plastic card cemented together louvre-fashion.

Firefly and Kangaroo: The other picture shows last month's Sherman Hybrid IC as completed, plus the very simplest of all Sherman conversions, the Sherman Kangaroo troop carrier. This is simply the standard model with the turret omitted and a circular cut-out made in the hull top matching the turret radius.



Above: (1) Side view of Ram I, note side doors (cut from plastic card), flange beneath door, and pistol port on turret. (2) Ram II without side doors which could be fitted in this mark if desired. (3) Turret front for Ram II which had 6 pdr gun. Note that mantlet protruded through the cut out in the centre. Use gun from Airfix Carrier kit. (4) Turret front for Ram I. Make mantlet from scrap and mount behind front plate. Note also front view of hull showing cupola and driver's position shapes—turret should be central and not offset as in drawing! Use Sherman cupola on turret. I made turret from a large scale AMX turret I happened to have in my scrap box. If you've nothing similar to hand it will have to be carved from balsa. Use 30 thou plastic card for turret front plate. Make front dustguards from plastic card.

Sherman Story — continued

T74(M74) Recovery Vehicle, 1952: One of the most important new post-war designs, this vehicle was a replacement for the M32 and was basically a rebuild of the M4A3E8, large numbers of which were then available. In fact, the M74 was proceeded with in preference to a new design, so utilising Sherman chassis which would otherwise have gone to the scrap heap. Similar in appearance to the M32, the M74 had a front mounted spade, an A-frame, and heavy winching gear. This increased the weight to 45 tons. A crew of four was carried. It was the standard recovery vehicle of both the US and Federal German armies in the middle and late 'fifties.

FOREIGN SERVICE

In addition to its widespread US and British service, the Sherman was used in post-war years by more armies than any other armoured vehicle. Argentina bought Sherman IIIs and Fireflies from Britain, Belgium equipped her armoured regiments with M4 and M4A1 (76 mm) in 1948 and with Fireflies in 1950, and pre-Castro Cuba received M4s from America. Egypt acquired various marks of Sherman from Britain, some of which they modified by mounting the French AMX 13 oscillating turret. Israel acquired Shermans from France (and captured others from Egypt), some of which they modified with the French FL 10 turret (calling the resulting vehicle a

'Super Sherman') and others they converted to self-propelled guns.

After 1945, Italy equipped her armoured regiments with M4s until the M46 replaced them. The Japanese Self-Defence Force used Shermans on its formation and for many years afterwards. Other countries known to have taken deliveries of Shermans in post-war years were India, Pakistan, the Philippines, Turkey, Jordan, Holland and Nationalist China.

During the war years, in addition, some 4,000 Shermans were sent to the Red Army under Lease Lend arrangements. Of these, the Russians preferred the diesel-engined M4A2 which they designated the M4C. An interesting Russian modification was the fitting of the Russian 76.2 mm anti-tank gun to a few Shermans, the resulting model being designated M4M. Other forces using Shermans in the war years in addition to US, British, and Commonwealth armies, included the Chinese, Free French, and Brazilians. The Germans also used a few captured Shermans in the closing months of the war when their own equipment was becoming scarce.

So ends the Sherman story—for the time being anyway. Like a true old soldier, the Sherman has so far refused to die and crops up in the news from time to time as it did in the recent Indo-Pakistan conflict. The chances are that we'll go on hearing of Shermans in service, if not in battle, for a few years yet.

Starting next month, the complete story of the Churchill tank.



Left to right: M4A3 with extemporised protection, M10 converted to gun tractor, and M4A1 with wading gear fitted.

Right: An Airfix Clubman Ferrari and motorised Mini Cooper get away to the traditional 'Le Mans' type start on the author's circuit. This start section utilises standard Airfix track components suitably adapted as described in this article. Note use of pits, modified Airfix figures and a model railway scenic background for extra realism.

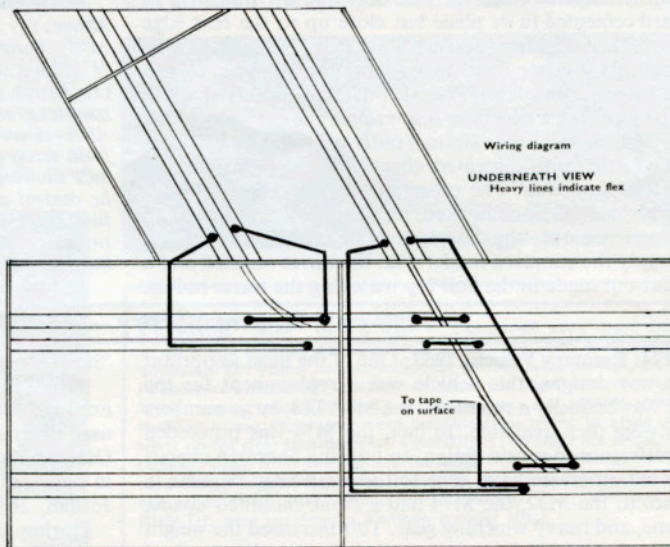


Building a Le Mans start

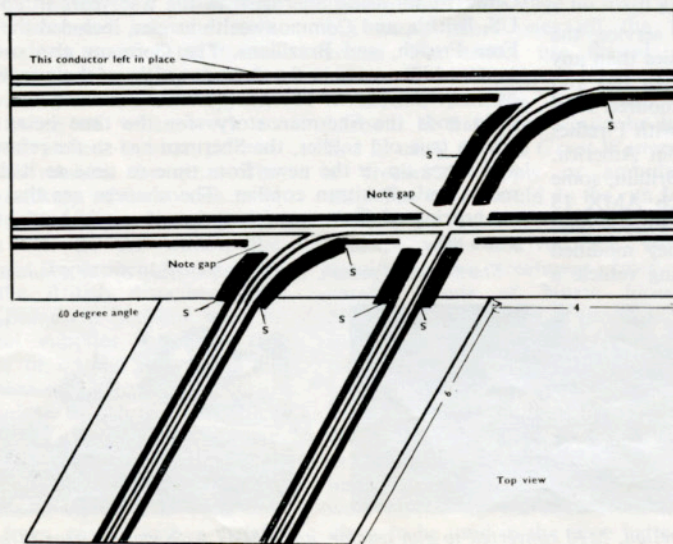
AN ATTRACTIVE CIRCUIT FEATURE MADE BY GEOFF SNELL

NO other motor race has quite the same romance as the Le Mans 24 hour endurance race and many owners of Airfix track would no doubt, like to share some of the excitement and make a 'Le Mans' start for their circuits. Although the start illustrated in this article is for a two-lane track it will be seen that this could easily be extended to four lanes.

The first step is to remove all the conductors but one of the outside ones from two 14 inch straights by punching them out from the bottom while carefully supporting the track section to prevent it from damage. Now cut one of the track sections to the dimensions shown in the diagram and stick it on to the other straight, using polystyrene cement, and allowing it to set for several hours. When it is absolutely firm, the straight extension to the outside lane can be cut out. The best way of doing this is with a Weller soldering gun with the plastics cutting tip in place, but it is possible, though laborious, to use a modelling



These scale drawings by the author are exactly quarter full-size for the finished track sections. Hence multiply all dimensions by four when working from the diagrams. The wide strips marked 'S' are MRRC $\frac{1}{4}$ inch non-self-adhesive conductor tape. Where there are insufficient holes in the track to hold existing conductors firmly in place, extra ones $\frac{3}{16}$ inch in diameter should be drilled.



knife. The technique with the soldering gun is to hold a steel rule, or other metal straight edge, alongside one edge of the slot in the 'pit' area and run the tip along beside it from the end of the existing slot. Repeat this on the opposite side. The steel edge will conduct heat away from the plastic that it is covering so giving a neat cut. The excess plastic, apart from where it crosses the other slot, will then fall away leaving a clean slot the same width as the original.

The corners necessary where the diagonal slots meet the main slots are best cut using a template which can be cut from aluminium, as in the diagram. One side of the slot can be cut by locating the template on the inside edges of the slots and the other

by moving it to the outside. Once the slots are all cut, clean them up and make sure that a car such as an Airfix Clubman, with a one-piece slot guide, will move smoothly through it, trimming with a sharp knife if necessary to improve the clearance.

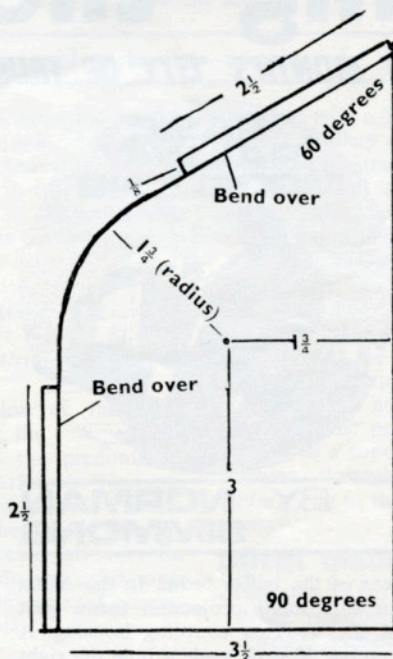
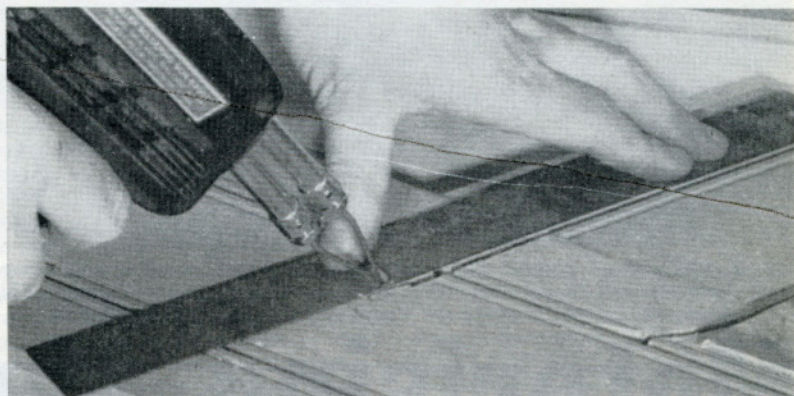
The conductors should now be replaced, being cut as necessary according to the diagram and retained by blobs of solder applied from the underneath. Spaces should be filled with MRRC copper tape retained with an impact adhesive such as Britfix 88. The tape is normally available only in 100 foot rolls but BMW Models of Wimbledon (whose address is on the back cover) are prepared to supply it in 10 feet lengths for 3s including postage. Where the tapes join the existing conductors, solder should be used.

Obviously, much of the track is still isolated so that it is necessary to carry out some wiring underneath and details of this are given in the diagram. Ordinary PVC covered household flex is suitable for this and details are given in the diagram; where this crosses ridges it should be recessed and retained with polystyrene cement.

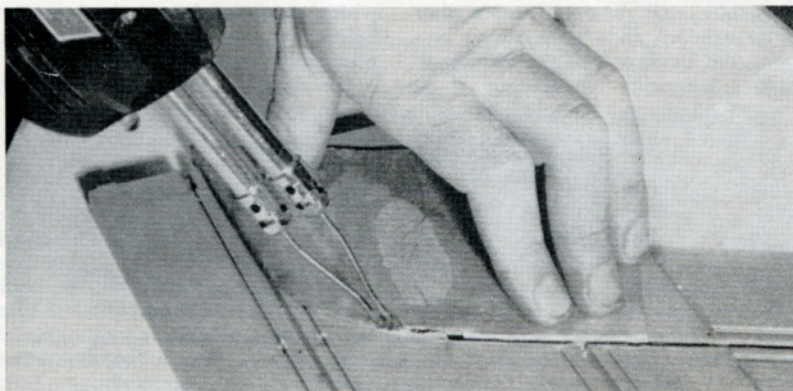
When all soldering and joining is finished check carefully that the connections are correct, smooth down any bumps and your Le Mans start is ready to be used. Extra skill is needed at the start of races if one is not to get a pile-up before the cars have only moved a couple of inches but only experience will help here.

Pictures on this page show the method of using a Weller soldering gun to make quick work of cutting up the Airfix track components used in constructing the Le Mans start section.

Top of page: A steel ruler or similar straight metal edge used for cutting the 60 degree run-in on to the existing slot. **Below:** Cutting the bend with the aid of the home-made template shown in the diagram on this page.



TEMPLATE FOR CUTTING BENDS
Dimensions in inches



AIRSHOW GUIDE

Compiled by Alan Hall

We can now give details of some of the airshows to be staged during the coming months. The list is probably not complete but is as comprehensive as possible when going to press:

June

- 10—Sandown, IW.—Tiger Club D.H. Aerobatic competition.
- 10—Sunderland Airport—Air Day.
- 10-11—Ipswich—East Anglian Flying Club Rally.
- 16-18—Rochester—PFA International rally Tiger club display.
- 24—Exeter—RAFA Air Show.
- 25—Old Warden—Shuttleworth Open Day.

July

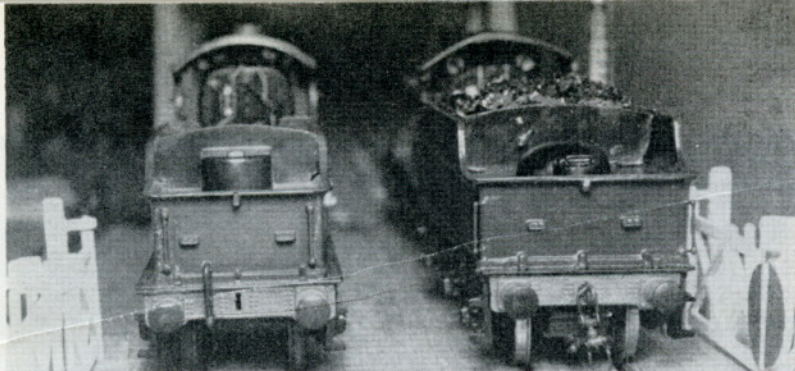
- 1—Wethersfield—USAF Open House.
- 8—Culdrose—RN Air Day
- 9—Sywell Tiger Club Display.
- 16—Rochester—Rally and Air Race.
- 22—Plymouth—National Air Races (Round 1).
- 28-30—Newtownards—International Ulster Rally.
- 30—Old Warden—Shuttleworth Open Day.

August

- 4-5—Tee-side—National Air Races (Round 2).
- 12—Coventry—Air Pageant.
- 13—Fairoaks—Tiger Club Display.
- 18-19—Tollerton—Kings Cup Air Race.
- 27-28—Old Warden—Shuttleworth Open Days.
- 28—Halfpenny Green—Goodyear Trophy Race.

September

- 2—Kidlington—Air Day and Wills Competition.
- 2—Yeovil—Helicopter hover-in.
- 9—Lossiemouth—RN Air Day.
- 16—Battle of Britain Displays at Abingdon, Acklington, Biggin Hill, Coltishall, Finningley, Gaydon, Leuchars, St Athan, St Mawgan.
- 24—Rochester—Tiger Club Esso Aerobatic Trophy.
- 24—Old Warden—Shuttleworth Open Day.
- 30—Prestwick—RAFA Display.



Contrast in tenders—City of Truro (left) with 3,000 gallon tender, seen alongside the completed Mogul conversion which has the 3,500 gallon tender. This article shows how to make the tender and fit a K's motorising unit.

Motorising the Mogul

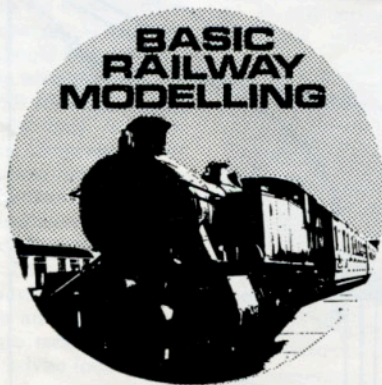
COMPLETING LAST MONTH'S 'CITY OF TRURO' CONVERSION

THE City of Truro tender is not a correct pattern to use with the 43XX Class locomotive described last month. Its water capacity, 3,000 gallons, is 500 gallons less than the 43XX tender and it is therefore narrower. Fortunately, this and other points of difference can easily be overcome, as I hope to describe. At the same time the opportunity will be taken to motorise the locomotive by installing a K's tender drive unit.

Begin the conversion by cutting the tender sides from the underframe at a point immediately above the footplate. Also cut and remove the raised coal compartment side sheets from the top of the sides just above the point where they flair out. Take this opportunity to remove the plastic handrails and the raised moulded lining. Now reposition and cement the tender sides back on to the footplate 1 mm from the outer edge.

The tender top, part number 5, is discarded entirely and a new piece cut from 30 thou plastic card as at fig 5. The tender back, part 6, is widened by the addition of strips of plastic card, 3 mm wide, cemented either side—see fig 3. The two sides, top and rear can now be cemented together taking care to square everything up during assembly.

The K's tender drive unit should of course be the 7 ft 6 in wheelbase version. I removed the small semi-circular fixing lug at one end of the chassis and relied on the two bolts that hold the two halves of the chassis together to fix the unit to the tender body. The rear end bolt was replaced by another, $\frac{1}{2}$ inch long, which was screwed into a hole drilled centrally in the small square projection to the



BY **NORMAN SIMMONS**

rear of the buffer beam. In the Airfix kit this small projection forms part of the working coupling housing. A number 40 drill made a hole the right size for the 6 BA bolt to cut its own thread, although a nut glued above the hole would of course make a more lasting purchase for the bolt. It is necessary to cut a slot in the back of the centre axle box to enable the centre axle to slide in and out.

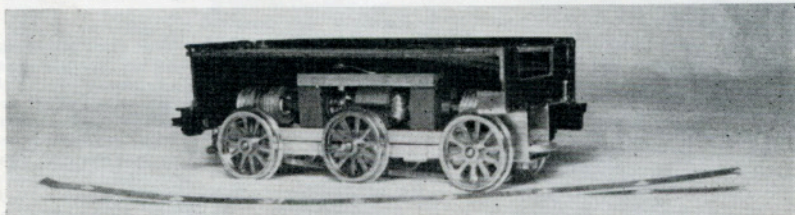
For the front end of the chassis I made a mounting bracket out of $\frac{1}{4}$

inch brass strip—see fig 4. Actually I used a form of brass strip produced by Radionic Products Ltd for their electronic kits. It has the advantage of having holes already drilled and is easy to bend. My local model shop, Models and Hobbies of Farnborough, sells it for 3d per length of about 12 inches but I imagine it is available most places. The mounting bracket was bent to shape and size as at fig 4 with one hole central at the bottom. The tops of the bracket rest on the

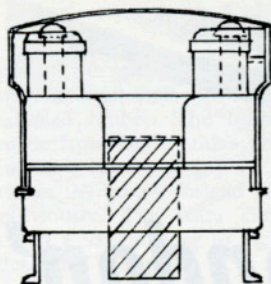
inside of the underframe and were glued in place with strips of plastic card cemented all around to hold the bracket firmly in place. At this stage of the construction the chassis was frequently offered up to make sure that the bracket was being fixed in the right place. To fix the tender drive unit the front fixing screw in the chassis is removed, the chassis slipped into the bracket and the screw replaced through the bracket and into the chassis. The rear $\frac{1}{2}$ inch screw is then screwed home.

Added weight is essential to avoid wheel slip. Fortunately, as fig 1 will show, there is plenty of room beneath the tender top and above the motor for a sheet of lead (the sort used by builders—my local builder's merchant had a large selection of offcuts which he was happy to sell for a few coppers). Further quantities of lead were placed in the coal compartment and afterwards hidden beneath a mixture of Polyfilla (mixed with black ink instead of water) and small pieces of coal. Total weight of the completed tender and motor unit is $\frac{1}{2}$ lb which seems perfectly adequate. But before we reach this stage there are many more details to add.

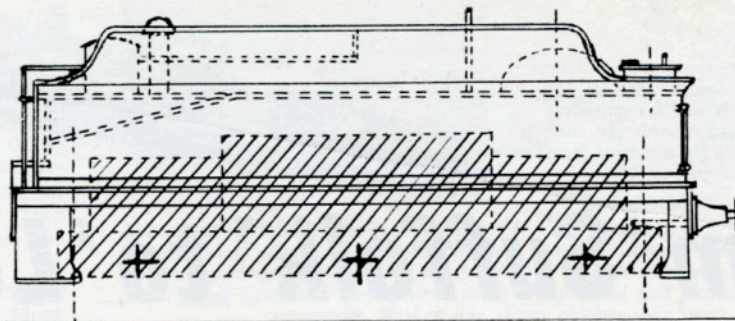
The drawings and photographs will



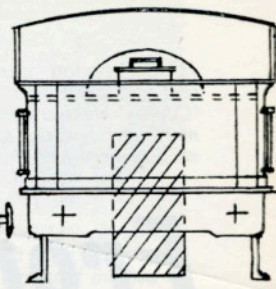
The K's tender drive unit—which can be purchased from model railway stockists—in place in the modified tender. Brass strip from which the front mounting bracket was made can be seen in foreground.



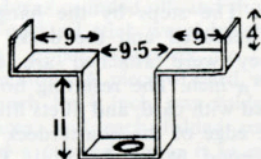
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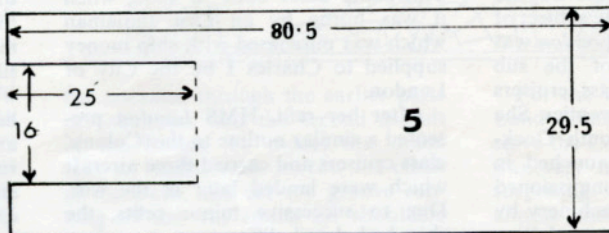
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3



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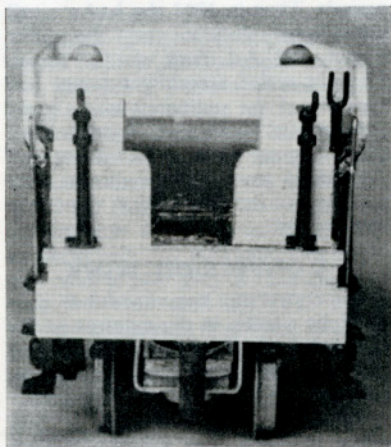


Dimensions in millimetres

show the shape of the new coal compartment sides and most of the partitions and fittings that have to be added. These were all made with plastic card of the appropriate thicknesses except for the water pick-up dome; this was purchased from W & H Models and has the advantage of being made of lead for added weight. The tender water filler was a 3 mm thick slice cut from the end of a pencil and topped with a disc of plastic card, and the vent pipes were made from wooden dowel. The front tender footplate was built up from plastic card to match the height of the locomotive. Not much of the Airfix *City of Truro* tender footplate, part 3, can be used but the coupling peg which couples the tender to the locomotive should be salvaged and cemented under the footplate behind the front buffer beam. A new coupling bar with holes at 19.5 mm centres was made from 40 thou plastic card and screwed to the rear pony truck pivot pin housing beneath the locomotive footplate (remember this footplate came from the *Prairie Tank* kit). A thin strip of 10 thou plastic card was cemented along the top edge of the sides to represent beading.

I would refer readers to my article in the February issue for fitting handrails. These together with the hand-brake columns, one either side of the footplate, the tool rest yoke (part 13), steps (parts 10, 10A, 11 and 11A), buffer heads (parts 22) and vacuum pipe (part 23) complete construction of the model. Finally comes the painting. The sides and back are

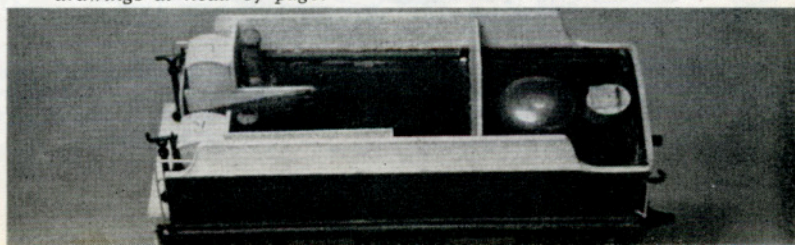
June, 1967



Top: Scale drawings for the 3,500 gallon tender with drive unit position shaded. Numbers are keyed to references in text. **Above:** Front end of the unpainted tender showing details from plastic card. Note the coupling peg.

painted Humbrol GWR green, the buffer beam red and all other parts black. I chose the circular GWR totem to finish the model and this came from the Model Railway (Manufacturing) Company's range of Let-

Below: The tender virtually complete and ready for painting. Study this picture in conjunction with the drawings at head of page.

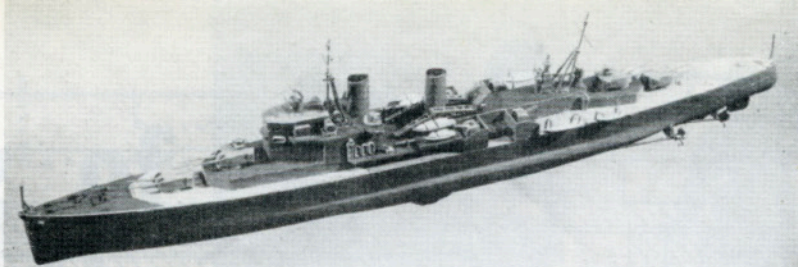


raset transfers. The circular GWR totem dates from the mid to late 'thirties and during this period the 43XX Class locomotives would have been unlined green.

Performance of the model is splendid. Provided a rigid coupling bar between locomotive and tender is used and there is no slack to take up, there really is no knowing that the motor is in the tender and not in the locomotive. Occasionally on gradients and when the load is a little too heavy the motor will slip and this looks a trifle disconcerting—lots of noise and spinning tender wheels but no movement from the locomotive driving wheels—but this is really a minor point and can be avoided if the engine is always driven within its limits. The K's motor unit was at first a bit noisy but running in with toothpaste and finally light oil is gradually improving things. One modification I recommend is to put some insulation around the long phosphor bronze pick-ups to avoid shorting them on the chassis frame. Starting and slow speed running is very good and the locomotive will haul about 18 mixed four wheel wagons of Airfix, Peco, Horby-Dublo and the heavy K's cast metal kit variety.

The finished model is less than half the cost of the only other 43XX Class locomotive kit I know to be available.

HMS London was the most drastic real-life conversion subject of all the 'County' class cruisers. With completely new superstructure and funnels she took on a modern look entirely different from her original appearance.



From 'Suffolk' to 'London'

ANOTHER CRUISER CONVERSION BY IAN WHITEHEAD

ONCE again, the versatile *Suffolk* kit has been used for the subject of this month's article. *HMS London* was the name ship of one of the sub classes of the 'County' class cruisers built in the late nineteen-twenties. She was laid down at Portsmouth Dockyard in February, 1926, launched in September, 1927, and commissioned in February, 1929, with machinery by Fairfields. Full details for modelling *HMS London* in this form were given in the *Devonshire* article (March, 1967). In 1939, *HMS London* was taken in hand for refitting, and did not leave the dockyard's hands until 1941. Her appearance was so changed that there was much speculation as to her identity for a time, and it is this conversion which has been chosen as this month's model. Her war service was with the Home Fleet from 1941 to 1944, earning the battle honours *Atlantic 1941*, *Arctic 1941 to 1943*, indicating plenty of action on the Murmansk run. In 1944 she joined the Eastern Fleet, and saw the end of the war on this station. In common with most of her sister ships she was marked down for an early doom, and was scrapped at Barrow in January 1950.

HMS London was the eleventh ship to bear the name, which today is perpetuated by a guided missile destroyer.

The name dates back to 1636, when it was borne by an East Indiaman which was purchased with ship money supplied to Charles I by the City of London.

After her refit, *HMS London* presented a similar outline to the 'Colony' class cruisers and carried three aircraft which were landed later in the war. Due to successive minor refits, the ship had detail differences at various periods. Thus in 1943 she had a small searchlight platform on the after funnel and AA guns on 'Y' turret. The distinctive searchlight tower just forward of the mainmast was altered between 1943 and 1945. By this time, the AA guns were on 'X' turret and the funnel searchlights removed. The scale layout drawing (Fig 1) shows the ship in 1945.

Conversion work

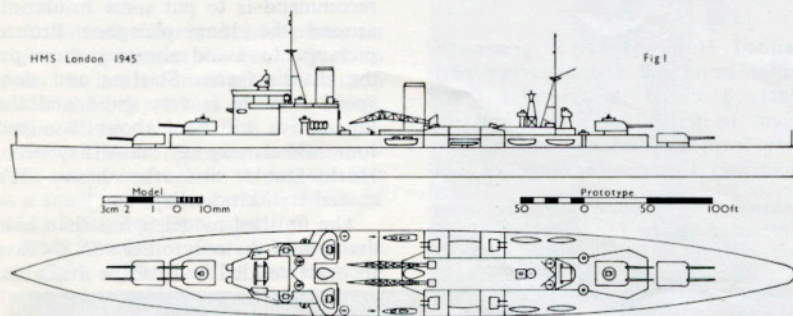
The conversion begins as for *Devonshire*, by plating in the cutaway at the stern of the hull mouldings, and completing with body putty or Bondapaste using Sellotape as formwork.

The main deck moulding is now taken in hand, and the quarterdeck raised to match the hull and make a flush deck. Parts to be removed are the raised square deckhouse on the outboard sides amidships, the raised location aft of 'B' barbette, and the

outboard ends of the aft hangar locating strip which is reduced to 11 mm wide. The steps by the hangar sides are removed and the decks to which they were attached are cut back by $\frac{1}{16}$ inch. The resulting holes are plugged with card, and fillets fitted round the edge of the quarterdeck to ensure a good fit in the hull. The catapult is fitted and openings 12 mm long x $2\frac{1}{2}$ mm high are cut in the sides of this deckhouse to accommodate the torpedo tubes. The tubes are mounted on a deck fitted to the underside of the main deck, and should be quadruple mountings. I used spare 'triples' from a *Campbeltown* conversion as these were available and it is, in any case, impossible to see the number of tubes. Bulkheads should be added between 'B' gun deck and the catapult deck, after extending 'B' gun deck aft by $\frac{1}{2}$ inch at its widest part. This moulding can now be painted to represent planking and, when dry, 'A', 'B' and 'Y' turrets are fitted prior to cementing into the hull.

Part 63 is dealt with next, all locations, screens, and gun mountings being filed away to leave a flat deck. The after end is sawn off to leave a centreline length of 58 mm. All the projections on the underside are removed, with the exception of the two locating pins on the centre line. It is now necessary to reduce 'X' gun deck to the shape shown in Fig 2 and to cut a ledge in the forward end by filing the steps away to a depth of 1 mm. 'X' turret can now be fitted and this deck added to the model. The deck carrying the aft superstructure and 4 inch guns is now made from 30 thou thick card to Fig 2 with screens from 10 thou card. This is made to fit between part 63 and part 20, with bulkheads matching those already in the model. The 4 inch guns are added as shown on the layout diagram.

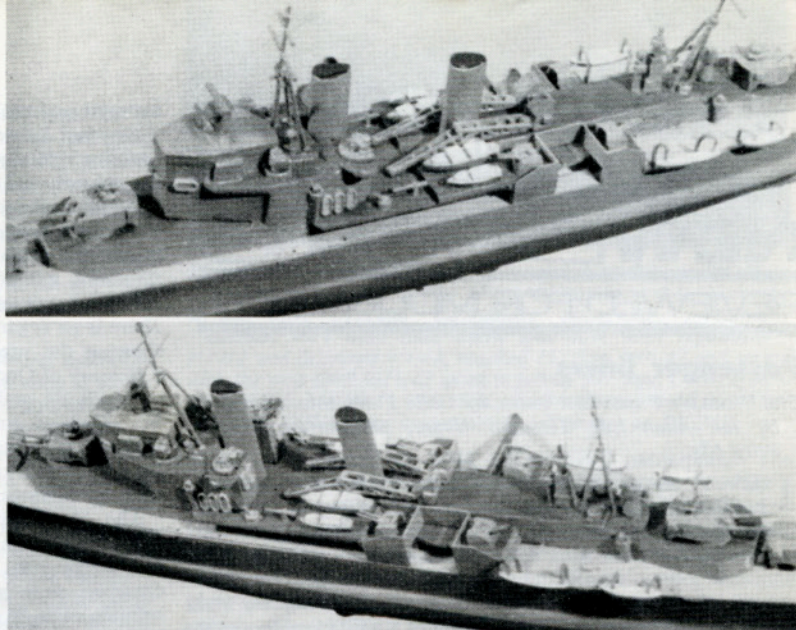
Fig 3 details the bridge, which was made from block balsa wood, 1 inch square x $1\frac{1}{2}$ inch long, with additional



Above: General arrangement scale view of *HMS London* after reconstruction. Constructional drawings on opposite page are all full-size for the model. Shaded areas must be added from card, plastic card, or balsa wood.

decks (shaded in Fig 3) from $\frac{1}{16}$ inch balsa wood. The fittings all came from my 'odds and ends' box, being left-overs from other conversions. The small circular discs which are found attached to many pieces also find their way into this box, and these proved extremely valuable as mountings for searchlights and 40 mm AA guns for this model. The funnels are made from balsa wood, to the shape given in Fig 4, the forefunnel being 27 mm high and the after one 21 mm high. The cowls were formed by running round the upper ends of the funnels with the fine edge of a triangular file and 'doming' the tops. The after funnel is mounted on a $\frac{1}{16}$ inch balsa deck 34 mm wide x 18 mm long, with its after edge butted to the forward edge of the 4 inch gun screens. This is followed by a $\frac{1}{8}$ inch balsa deck, 13 mm wide x 53 mm long, butted to the funnel deck and running aft. This is terminated aft by a $\frac{3}{32}$ inch deck shaped to Fig 2. Both these parts are shaded in the diagram.

We are now ready to add the final details, again most of which came from my 'odds and ends' box. The cranes were used and fitted as shown in the layout drawing, but I removed $1\frac{1}{2}$ mm from the upper side only, forward of the bend, to obtain the shallower angle of the jibs in this



Above: Two detail views of the completed model. Note in particular disposition of boats, AA armament, and bulwarks round 4 inch guns. **Key to drawings below:** (5) Aft radar and searchlight towers, (6) aft director, (7) main director, (8) Bofors gun, (9) bridge and aft searchlight platforms.

ship. The pom-poms on 'B' and 'X' turrets were from *Cossack* conversions; the main director was part 94 with card radar aerials; the secondary directors were from *Tiger* conversions and the bridge pom-poms I took from a *Warspite*. The aft director is part 104 mounted on the lower half of a *Daring* aft funnel, and the searchlight

platform was a *Campbeltown* searchlight platform with scrap additions. Four 40 mm gun 'tubs' are made from scrap and fitted as shown on the layout, as are the searchlight mountings on the bridge top and sides. The columns supporting these latter are made from 'half round' sprue. The masts are those supplied in the kit cut down as follows: foremast to 38 mm, tripod legs to 23 mm; mainmast to 40 mm, tripod legs to 22 mm.

The boats and rafts are now added as shown in the illustrations and the model finished in medium grey with matt green composition decks, except for the planking which is painted grey-brown.

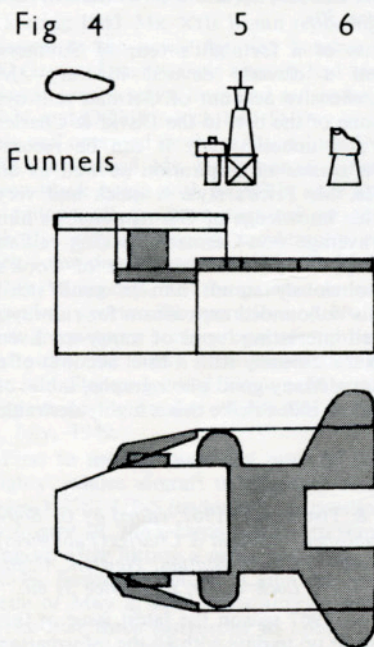


Fig 3 Bridge

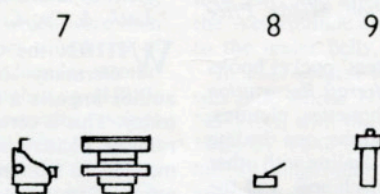
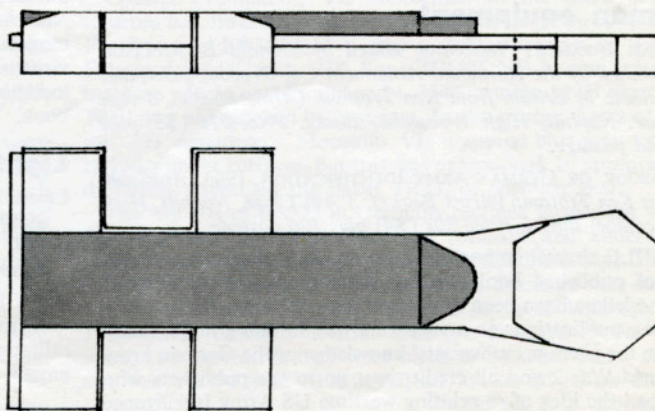


Fig 2 Aft Superstructure Deck & X Gun Deck



NEW BOOKS

REVIEWED FOR MODELLERS

Passenger liners

THE WORLD'S PASSENGER SHIPS, by Colin F. Worker. Published by Ian Allan Ltd, Terminal House, Shepperton, Middx. Price 63s.

THIS vast work of more than 300 big pages is a most comprehensive reference book to the hundreds of passenger liners plying the oceans. The author has taken 750 gross tons and 12 passengers as the minimum qualifications for inclusion and there are more than 500 photographs and many times that number of entries. Countries are dealt with alphabetically and operating companies are further covered alphabetically within each country. As with other Ian Allan ship publications, data is laid out in a standardised form throughout giving all essential details and added notes and text where a ship is important enough to justify this. The largest liners are generally dealt with two to a page, but smaller vessels like ferries and pleasure ships get slightly briefer—but no less detailed—treatment.

An introduction to the subject is included and there is a good index enabling any ship to be found quickly by the keen ship spotter. This fact-packed book will be an essential buy for the merchant ship enthusiast.

Civil scene

CIVIL AIRCRAFT RECOGNITION, by John W. R. Taylor. Published by Ian Allan Ltd, Terminal House, Shepperton, Middx. Price 3s 6d.

LATEST in the always-useful series of spotters' pocket books from Ian Allan, this new edition of *Civil Aircraft Recognition* is as informative as ever and packed with silhouettes, pictures, data, and notes. As usual it is divided into sections, one dealing with commercial aircraft seen over Britain, one dealing with other important types (including Russian and US machines), and the remainder with light aircraft. A surprising number of veteran types are still included, particularly in the latter category, but the book's best value is in its coverage of the big commercial types. A 'must' for aircraft fans at its modest price.

German equipment

GERMAN INFANTRY WEAPONS, edited by Donald B. McLean. Published by the Normount Armament Co, Oregon, USA, and available in Britain from Ken Trotman (Arms Books), 3 Ash Close, Naphill, High Wycombe, Bucks. Price 21s (\$3) plus 1s 4d postage.

HANDBOOK OF GERMAN ARMY IDENTIFICATION, 1943. Available from Ken Trotman (Arms Books), 3 Ash Close, Naphill, High Wycombe, Bucks. Price 30s (\$4) plus 10d postage.

WHILE aircraft enthusiasts have always had access to scores of published books on the subject, military enthusiasts and modellers have been sparsely served by comparison. These two new publications go a very long way to filling in the many gaps in the average enthusiasts' knowledge of the German army in World War 2 and all credit must go to the publishers who have had the idea of re-printing wartime US Army Intelligence

material and making it available in convenient book form.

German Infantry Weapons runs to about 200 pages and contains virtually all that anyone would ever want to know on the subject, and much more besides. Everything comes from recently de-classified handbooks compiled by the US Military Intelligence Service in 1943 and the pages are direct litho reprints from these publications. Coverage includes all German pistols, revolvers, grenades, rifles, carbines, machine guns, mortars, infantry howitzers, ammunition, and infantry anti-tank guns. There is an organisational chart of a German infantry regiment showing the precise equipment of every man and sub-unit, a glossary of German military terms and abbreviations, ammunition charts, and many other fascinating items—even the labels from German ammunition boxes are illustrated. Each weapon is shown with action pictures, cut-aways, and detail views, and the very clear text gives everything from operating and maintenance instructions to history and characteristics.

The *Handbook on German Army Identification* also comes from Intelligence material and deals principally with uniforms, badges, insignia, and personal equipment. There are excellent drawings showing fully kitted infantrymen and paratroops, helmets, caps, flags, banners, shoulder straps and collar patches. While the book mainly covers the German army and Waffen-SS there are other sections giving Luftwaffe and Navy badges and political organisations like the SS, SA, and Jungvolk. Numerous pictures and tables complete the book and there is an appendix illustrating German road signs and traffic regulations.

Certainly anyone with either or both of these books would have sufficient reference material to keep on converting Airfix German troops for months without running out of ideas!

Holiday time

RAILWAY HOLIDAY IN BAVARIA, by J. H. Price. Published by David & Charles (Publishers) Ltd, South Devon House, Railway Station, Newton Abbot, Devon. Distributed by Ward Lock & Co, Ltd. Price 30s.

WITHIN the compass of a fortnight's tour of Southern Germany—in itself a cleverly devised itinerary—the author imparts a comprehensive account of German railways today. This is certainly one of the best in the David & Charles railway holiday series and unhesitatingly it can be recommended to railfans as a source of inspiration as well as an essential travellers' guide. Mr Price's style is quick and very much to the point and his knowledge of German enables him to add much that the average non-German speaking railfan might miss. Professionally, his position as editor of Cook's Continental Timetable obviously stands him in good stead but equally obvious is his unbounded enthusiasm for railways, particularly steam, and all interesting forms of transport. Even models are brought into the itinerary with a brief account of a visit to the Marklin factory. Many good photographs, tables of locomotive types, etc, and an index make this a highly desirable book.

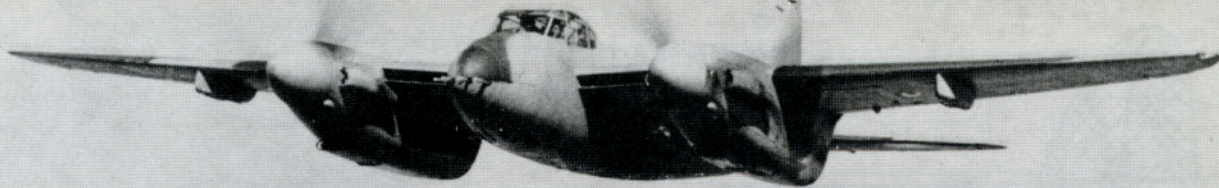
Light lines

LIGHT RAILWAY GUIDE & TIMETABLES 1967, edited by G. Body and R. L. Eastleigh. Published by David & Charles (Publishers) Ltd, South Devon House, Railway Station, Newton Abbot, Devon. Distributed by Ward Lock & Co, Ltd. Price 3s 6d.

NICELY in time for the 1967 season the latest issue of this invaluable guide is right up to date with all the information railfans need to enjoy to the full the delights of the many light, narrow gauge and miniature railways operating in Britain.

Continued on page 379

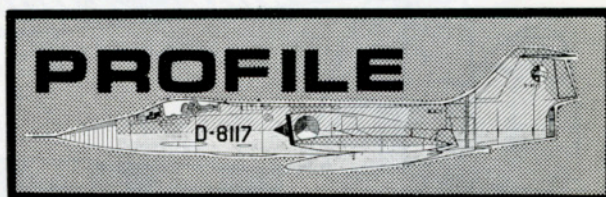
AIRFIX magazine



MOSQUITO!

TWENTY-FIVE years ago Mosquito fighters and bombers first roared into action. Mere mention of the word 'Mosquito' immediately conjures an image of one of the most shapely aeroplanes of all time racing low across roof tops to a pin-point target in Occupied Europe, raising the morale of Allies and defying enemy fighters to do their worst—in the knowledge that these were at a disadvantage, as had been forecast. It recalls a little wooden aeroplane that in daylight could zoom out of the clouds to destroy a line of enemy aircraft deep in Czechoslovakia, then return safely to Britain. The picture is of a fighter-bomber skimming over the Hague to delete the records of the Gestapo, breach the walls of the Amiens prison and harass a retreating rabble by night. Equally the Mosquito was at home leading some of Bomber Command's most important attacks on factories, harbours and V-weapon targets, as successful at confusing the defenders, maintaining a nightly offensive against industrial targets in Berlin, mining canals and rivers or protecting the bomber force by intercepting interfering night-fighters.

By day the scene of action often lay in the mist-clad Norwegian fiords where the Mosquitoes sought out vital ships for a rocketing, or over the Bay of Biscay where marauding enemy fighters were readily dealt with and a creeping U-boat often received a shelling from a six-pounder gun. At night, by the glare of the Northern Lights, unarmed BOAC Mosquitoes commuted to Sweden, whilst over Britain hosts of Mosquito night-fighters maintained a protective shield over their homeland and the build-up of the Allied Expeditionary Force. And as if all this was not enough the unarmed aeroplane, that almost nobody in authority wanted, freely roamed the entire European sky, photographing signs of interesting activity by day and night,



opening the enemies secrets and recording the success of Bomber Command operations often at immense distances from home and almost without loss. In the Far East and Middle East many of these duties were duplicated, thus it is small wonder that the Mosquito became a household word amongst friend and foe. Amazing, isn't it, that only by perseverance on the part of its inventors was the Mosquito brought to be a reality?

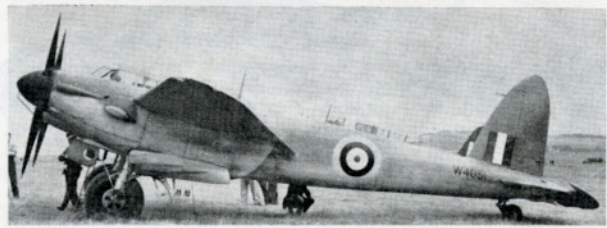
An unarmed bomber whose guns were sacrificed for speed seemed a pipe dream to the Air Staff, and ran contrary to the schemes for RAF expansion. Had the Mosquito been accepted in 1938 when formulated in detail, the RAF might have had an invincible answer to the Luftwaffe in 1940. With hindsight it is obvious that failure to follow-up the Mosquito concept was an error, and the formation of a large four-engined armed bomber force must be open to question. A four-engined unarmed high-speed bomber with all the tactical flexibility therein available would surely have been the ideal rapier.

Any appraisal of the contribution the British Aircraft Industry has made to our well being and safety all too often shows that the aeroplane officially specified is an unfortunate compromise (eg, the Stirling and Manchester) and that the industry has been able to provide something much better (eg, the Halifax, Lancaster—against much official opposition—and notably the Mosquito). In recent years the unfortunate scaling down of BEA's original requirement for the Trident has undoubtedly damaged the prospects for an excellent design—and now the projected Trident 3 is virtually the same aeroplane that BEA turned down and now considers. Clearly, the days of confused thinking have not been swept away.

Despite its chequered birth the Mosquito rapidly swept aside official indifference and, only ten months after its flight, was in action; many who had opposed it were now clamouring for it. It was the last weekend of May, 1942, that witnessed its major introduction (in utmost secrecy) as bomber and fighter superior, to the end of the war, to anything the enemy could effectively put against it . . . and for that matter completely unequalled in so many respects by any Allied aeroplane.

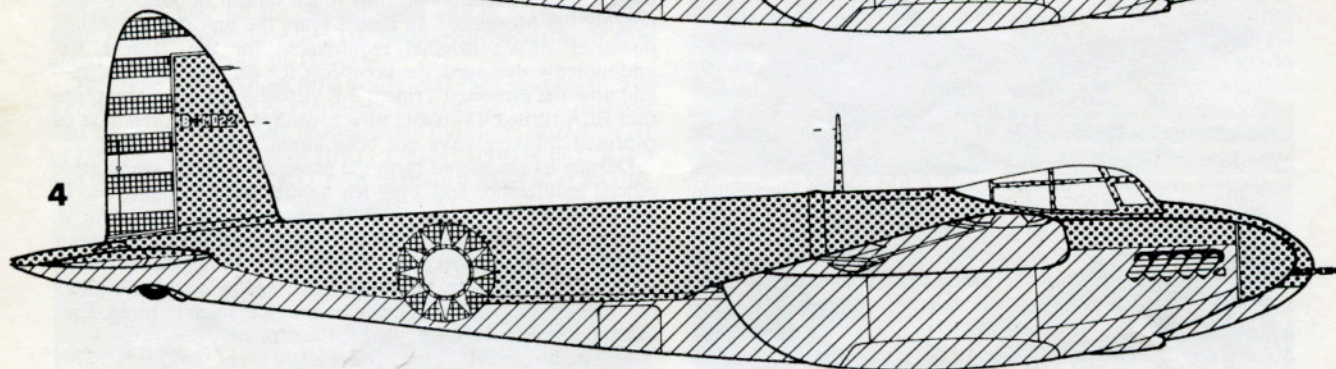
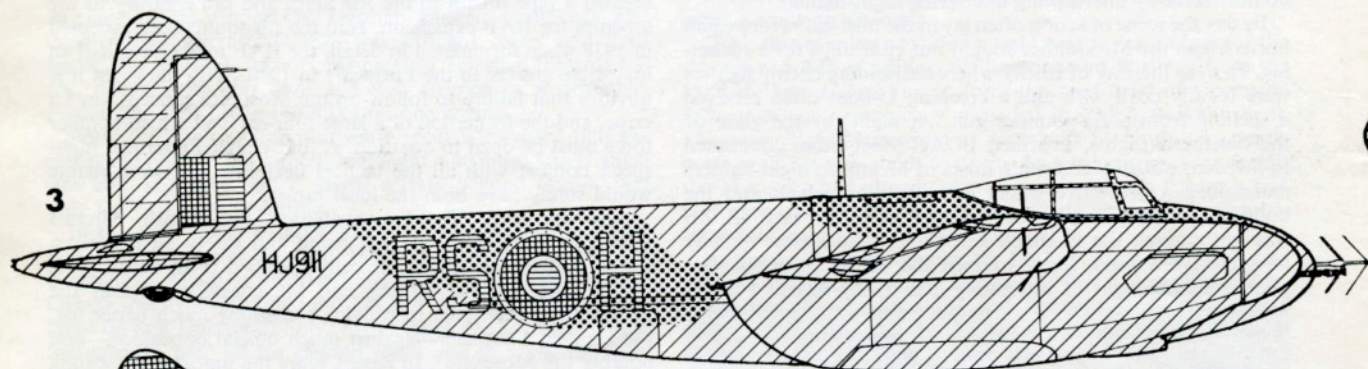
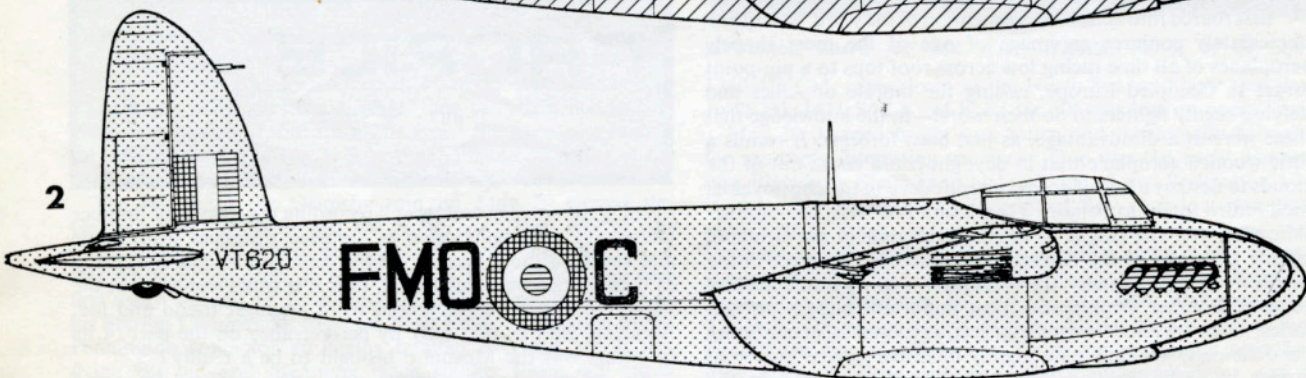
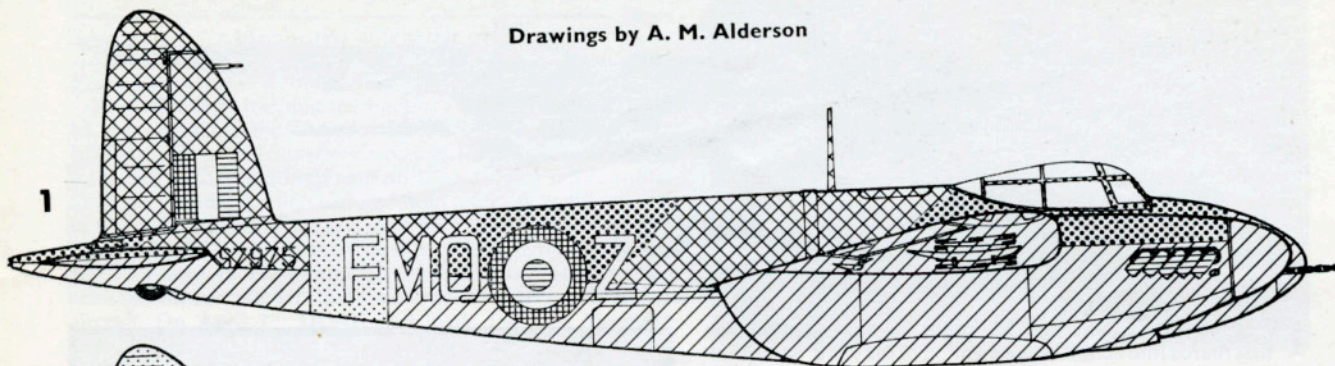
At Eindhoven and Gilze Rijen the BMWs of the Dornier 217s of KG 2 burst into life around midnight of May 28/29 and soon the bombers were on their way to Grimsby, latest target on the 'Baedeker' list, on what was to prove an important night in the air war as far as the defence of Britain was concerned. Fortunately for Grimsby the night was dark and the target obscured

*Continued on page 374
Mosquito drawings on next page*



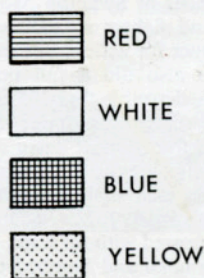
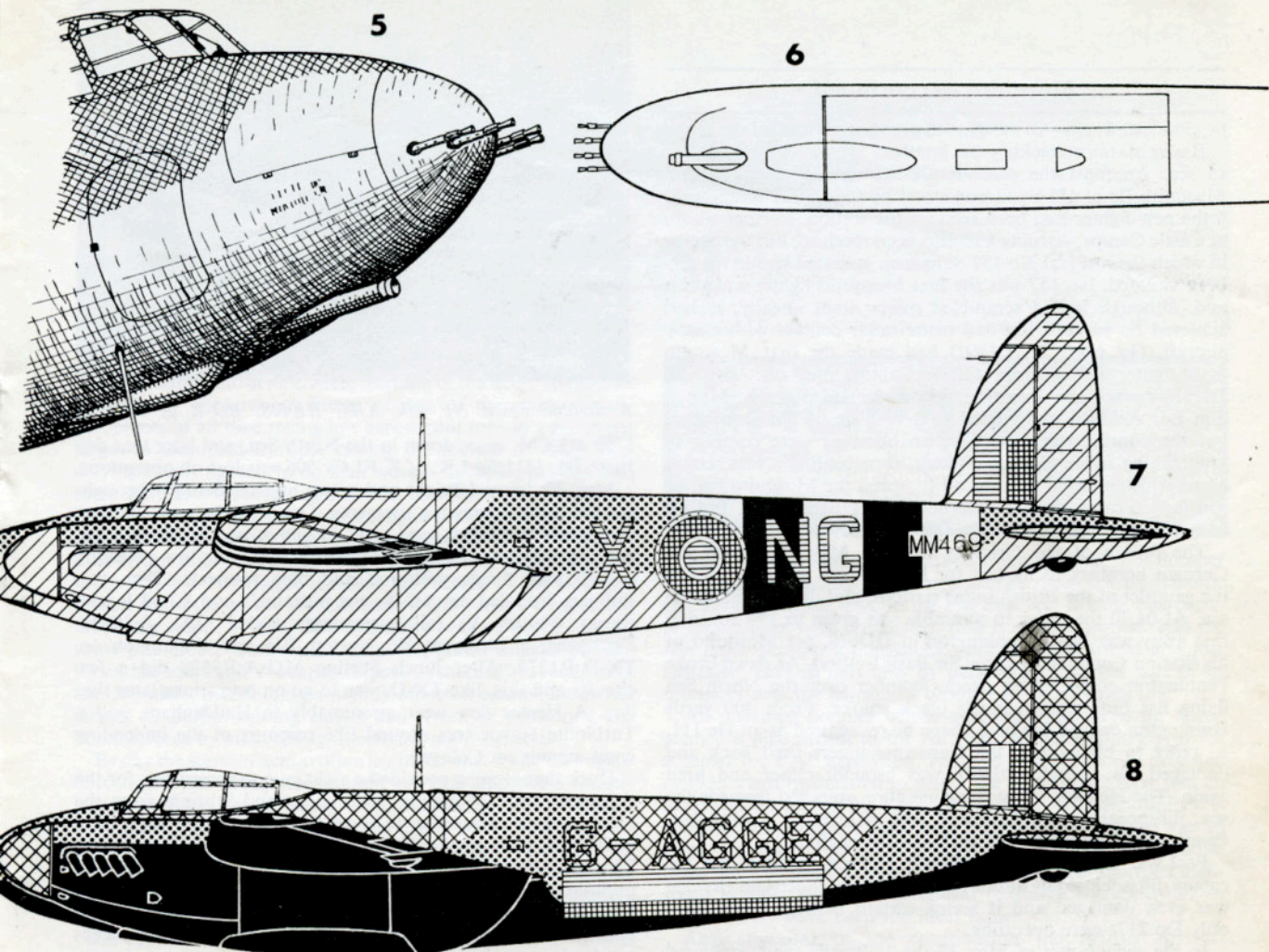
Top: HJ732/G, the prototype Mosquito FB Mk XVIII (Merlin XXIII) used for trials at Hatfield and Boscombe Down. **Above:** W4051, the prototype PR Mk I photographed at Boscombe Down in the summer of 1941. It later served with the PRU, 521 Sqn, 540 Sqn, and 8 OTU before being struck off charge on June 26, 1945. ('Aeroplane' photograph)

Drawings by A. M. Alderson

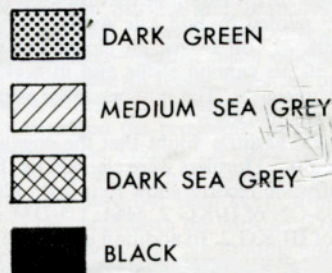


SCALE: 0 5 10 FEET

A scale bar with a checkered pattern, marked with '0', '5', and '10' feet.

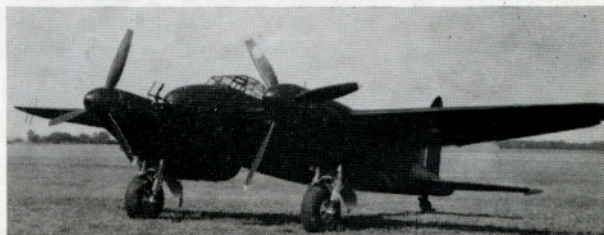


1 : 72 SCALE



Colour schemes and conversion details applicable to the Airfix Mosquito. **Key:** (1) SZ975, FMO-Z, was a Mk VI used by 204 AFS from June 13, 1947 to December 13, 1948, after being used by 13 OTU. (2) VT620 was built in 1948 and wears the all yellow interim post-war training scheme. (3) HJ911 as RS-H in 1943. (4) A Chinese Mosquito 36, B-MO22. (5) Detail view of the nose modifications to a Mosquito FB18, easily carried out on the model with plastic scrap and body putty. (6) Scale drawing shows gun installation on FB18. (7) MM469, a NF III with thimble nose used by 604 Sqn in 1945. It had joined 151 Sqn on February 29, 1944, went to 96 Sqn on July 29, 1944, to 29 Sqn on December 14, 1944, and 604 Sqn March 1, 1945. On April 24, 1945 it joined 409 Sqn and retired to an MU on July 7, 1945. It was struck off charge October 9, 1945. (8) G-AGGE is shown here as on August, 1945, when its letters were outlined in cream. It had begun life as Mk VI HJ718 and served BOAC for 26 months.

Note that grey was dark sea grey.



Typical NF Mk II, all black and with AI aerals. DD737 was delivered to 30 MU on 29/8/42, to 85 Sqn 21/9/42, 264 Sqn 13/3/43, and back to the works on 6/5/43. After waiting in MUs it joined the Bomber Support Development Unit 14/10/44 and was lost on operations 6/12/44.

Mosquito — continued

by clouds and rain—so much so that not one bomb hit the town.

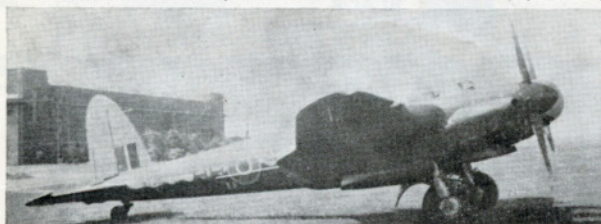
Radar stations tracking the bombers showed them well out to sea. Amongst the stations alerted was Wittering, where Mosquito IIs of 151 Squadron stood by for action. Since April 6 the new fighter had been seen on the station. Further south, at Castle Camps, warning had also been received, but the Sector in which the resident No 157 Squadron operated had in no way been violated. No 157 was the first Mosquito fighter squadron and, although it had scrambled many times already, it had achieved no success, but had made radar contact with enemy aircraft. On April 27, DD603 had made the first Mosquito night-fighter patrol from Castle Camps, and on April 30, DD613 opened the operations record for 151 Sqn. On May 8, Sqn Ldr Ashfield was guided to a bomber by Trimley radar, but the contact was lost. German bombers were coming in low making radar plotting difficult, then beating a fast retreat home which showed that for all its speed the Mosquito had to run fast to catch the Do 217s being chiefly employed. But on May 29 and 30 it was to be a different story.

The failure of the Grimsby raid on May 29 caused the German bombers to fly fast for home, since they had to run the gauntlet of the British radar stations, and did so well out to sea. At 04.30 the order to scramble was given to 151 Sqn and first away was Flt Lt Pennington in DD628, pet Mosquito of his Station Commander (now Sir Basil Embry). As dawn broke Pennington contacted an enemy bomber over the North Sea flying flat out and streaming black smoke. From 400 yards Pennington opened fire on a shape he recognised as an He 111. In reply to his cannon the German gunners fired back and damaged his aircraft. DD628 was brought closer and fired again. The Heinkel, its port engine afire, spiralled towards the sea, disappeared into haze and was claimed as a probable. Pennington flew home 140 miles on one engine.

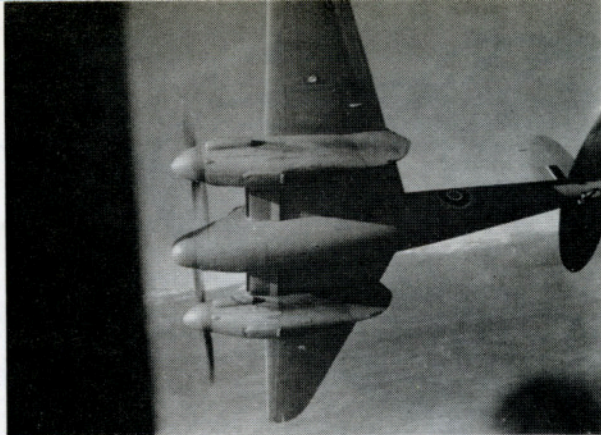
Post-war research into Luftwaffe records revealed that the enemy did not lose any aircraft that night, and indeed no Heinkel was even damaged and it seems certain beyond doubt that only Do 217s were operating.

In the early hours of May 30 the Luftwaffe made scattered raids over South-east England. It was now the turn of 157 Sqn to scramble. Amongst the Mosquitoes that took-off from Castle Camps was W4099 piloted by Sqn Ldr Ashfield who was vectored on to a Dornier 217 off Dover. He closed to attack and in two assaults used all his cannon shells and in a closing third burst fired his machine-guns. The bomber dived vertically into cloud ten miles south of Dover.

This time there can be little doubt that the engagement was a complete success. Four Dorniers were claimed by the defences that night, and Luftwaffe records show four lost: 4209:U5-GH of I/KG 2, 4228:U5-ON of II/KG 2, 5464: U5-DM of II/KG 2 and 5458:U5-GR of III/KG 2. In addition a Ju 88 of II/KG 30,



A very rare shot of a Mk XXX, NT362, submitted by Bob Hall. Coded HB-S it was fitted with AI Mk X and used by 239 Sqn 2/2/45 to 18/7/45. On 30/8/48 it was sold to the Belgian Air Force and became MB14. Its last sortie was to the Flensburg area on 2/5/45.



A thimble nosed NF Mk XIII, HK428, RO-K of 29 Sqn.

1760:4D-CM, came down in the North Sea, and later that day Ju 88 DI, 1411:S4-LK, of K Fl Gr 506 was lost on operations.

May 30 dawned bright and warm and incidentally brought for me some interesting moments. One was the early passage of a Blackburn Shark, and at 11.15 one of two Wellington Vs used by 109 Squadron at Tempsford flew over low revealing overall blue finish, with red and blue roundels. Then two Fulmars trundled across. By the morning's end I had logged eleven Whitley Vs (all surprisingly coded QA), Spitfires, Typhoons, a Blenheim IV, Boston IIIs and Wellington 1c, TX-D:R1274. After lunch Stirling MG-A:R9328 did a few circuits and this, like TX-D, was to go on operations later that day. A Hector flew west, presumably to Haddenham, and a Turbinlite Havoc was around like rumours of the impending great assault on Cologne.

Dusk that evening provided a sight ever to remember, for the sky seemed full of milling Wellingtons and Stirlings from the local stations assembling to form the spearhead of Operation *Millennium*, and graphically recorded in Ralph Barker's book *Thousand Plan*. Meanwhile at Horsham St Faith an equally portentous act was about to open. As a reconnaissance aircraft the Mosquito had already proved itself, and as a fighter it had performed its primary task. Now it was to appear in its conceptual role, as a fast unarmed bomber.

As far back as November 15, 1941, No 105 Squadron had received its first Mosquito bomber at Swanton Morley. Concentration on producing PR and fighter aircraft was mainly responsible in delaying the bomber for action, but employment tactics needed working out as also did a full performance assessment. It was, nevertheless, desirable that 105 Sqn should operate as soon as possible to maintain morale; thus it was decided to commit the bombers to action at dawn on May 31 in a series of nuisance attacks following the '1000 bomber' raid, and at the same time get some idea of its effectiveness. At 04.00, Sqn Ldr Oakeshott left in W4072:GB-D, and was followed by W4064 which disappeared without trace. Oakeshott found the target enveloped in smoke and bombed on DR, as did crews of two more Mosquitos despatched around midday. Late in the afternoon W4069:M made the final sortie of the day principally to try and obtain some photographs from a low level. The Mosquito bomber had made its debut.

What better time, then, than now to recapture in model form this aeroplane which, although it existed in many marks, altered little in appearance throughout its entire career? Basically there were two versions, with single or two-stage Merlin engines. Apart from this the next noticeable external difference lay in the windscreen, flat on the fighters and pointed on bombers and PR aircraft. Entry to the cabin was by a floor door on the bomber and PR aircraft, but from the side on the fighters due to cannon positioning. There were differences in

tailplane spans on various versions, but insufficient to be noticed on a small model. The first Mosquitoes had short nacelles originally, but these were basically bomber versions and now lay beyond the scope of the model range about to be suggested. Should there be anyone wishing to complete a bomber Mosquito—one of those on the first raid mentioned previously—then the camouflage would be dark green/dark earth with duck egg green under surfaces. Spinners were black, codes duck egg with GB aft. Watch and see that you have the right style of exhausts and intakes though!

By omitting wing racks, but otherwise completing the Airfix Mosquito, a Mk II can be built, and finishes are wide in scope. W4094:RS-H in use July, 1942, would typify an all-matt-black NF II with red codes and serials (RS forward on port, aft on the standard side). Roundels and fin flashes with wide yellow and white bands are needed. Early NF IIs had the rough RDM2 finish, then came smooth matt black. In Autumn, 1942, several trials were made using shades of green, grey and brown. Ultimately it was decided to paint NF aircraft medium sea grey with patches of dark green on upper surfaces. Codes remained red, serials were now black. These colours were applied to night-fighters until the late 1950s, and RS-J: W4094 had them in May, 1943. It still retained AI Mk IV, which means that a model of it would need the 'bow and arrow' style aerials on nose and wings. It had shrouded exhausts. On July 14, it was retired to No 3 School of Technical Training as 3872M.

No 23 Squadron was equipped with NF IIs in early summer, 1942. These, all black with red codes and serials, included DD686:YP-V which was destroyed when taking off at Manston on Sept 7, 1942. No radar was carried, for the squadron concentrated on intruder patrols. In December 1942 it re-equipped with specially modified Mosquitoes, operated at night from Malta. Grey and green with black sides and undersides, they included DZ229:YP-G (red codes and serials) which destroyed two Ju 52s at Castel Vetrano on January 3, 1943. From March, 1944, to May, 1945, this machine was at 13 OTU.

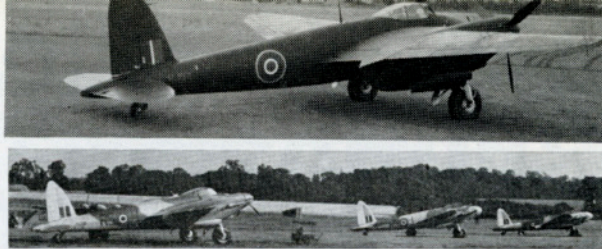
During 1943 Mk XIIs began replacing IIs, which were then released to the newly forming bomber support squadrons of 100 Group. Usually their aircraft had black undersides terminating in erratic wavy lines and red codes, as applied to HJ917: VI-N and DZ310 which had D-Day stripes under its fuselage only and operated on the night of June 5/6, 1944. Nos 51 and 54 OTUs also used Mk IIs (amongst other units), DZ655 grey-green-black being with 54 OTU as YX-G in June, 1944 (YX in yellow, aft on port, forward on starboard side). Simple Mk II conversions could, incidentally, embrace the two fitted with 4-gun dorsal turrets and the Turbinlite aircraft, W4087.

Mk VI models may be painted in varied ways. Many VIs served on spectacular operations. A few had dark sea grey and dark green upper surfaces and medium sea grey under surfaces and sides, but most wore standard night-fighter camouflage but had Sky codes and black serials. Concluding Profile are suggestions for finishes of FB VIs for the period July, 1943, to July, 1949.

First to use VIs were the intruder squadrons and 'Ranger Flights', whose aircraft usually had black undersides and red codes. HJ781:UP-S (codes in usual position) was one such which on August 18, 1943, came home with three feet off its starboard wing tip after hitting a cable projectile. Another was MM428: TH-N, flown by Johnny Caine on his spectacular intruder sortie of May 2, 1944. This aircraft had grey undersides.

The first three squadrons to operate VIs in formation day raids were Nos 21, 464 and 487 whose aircraft had Sky codes. HX914:SB-E (codes in usual position) was used on the first operation, against a Brittany power station on October 3, 1943. Undoubtedly the most spectacular raid was the Amiens prison

June, 1967



Two views of HJ911 one all-black and the other as RS-H at Hunsdon in mid-1943. The three Mosquitoes shown on the airfield have irregular camouflage patterning, presumably because they were once black and have been repainted. HJ911 was delivered 9/9/42, reached 157 Sqn 3/10/42 and served with the unit until 9/11/43 when it joined 307 Sqn. On 8/2/44 it went to 218 MU and to 141 Sqn 11/3/44. They passed it to 1692 Flt 13/2/45 and it was struck off charge on 19/2/45.

assault of February 18, 1944. LR334:SB-F participated. The VIs were at this time mainly operating against the V-weapon sites, and a typical raid took LR332, MM400, MM403 and HX919 of 464 Sqn to the Pas de Calais on February 9, 1944, to try out dive bombing of the small target.

For D-Day, white and black stripes were added to wings and fuselage. 107 Sqn placed its aircraft's codes above the fin stripe, whereas EG-H: NS963 and NS977:SY-R (SY aft both sides) both operated on June 5/6 with only half bands on the fuselage. Specialised day raids continued, as on August 31 when NS988: EG-S and HR177:EG-U were amongst the force which attacked SS HQ at Vincey, near Metz. Nightly assaults on the Seine crossing were being made, NT184:EG-P taking part; then came a day raid on the Arnhem area a few hours before the airborne landing in which PZ297:YH-A (blue spinners) took part.

Night interdiction was the main task now, especially during the Ardennes fighting, but on February 22, 1945, one of the largest ever series of day raids by fighter-bombers took place during Operation *Clarion*, to destroy enemy transport. NS844: SM-N of 305 Sqn (Polish marking on its nose, grey codes) took part and after destroying eight trucks was hit by flak in the Wesermünde area. AEAF stripes were now mainly confined to the under belly, and indeed NS844 wore none.

In 1944 several 100 Group squadrons received VIs. 169 Sqn was one, whose NT110:VI-T destroyed a Bf 110 on June 26. NS997/G, with the squadron from March 28, 1944 to March 9, 1945, as VI-C (red codes) had external aerials for AIV and tail warning radar aerials, but four cannon only were fitted, and shrouded exhausts. PZ100:3P-W of 515 Sqn (3P aft) and with black under surfaces had red-white-blue upper wing roundels and under belly D-Day stripes. In 1945 a few 100 Group VIs had ASH nose radomes installed, PZ456:YP-S being one, with under belly stripes too, on the black.

Coastal Command's VIs conformed to the usual colour schemes but did not always carry rockets as might be supposed. Far from it. LR349:QM-Y was a fighter-bomber in use in February, 1944, with 248 Sqn; HR405:NE-A was an RP machine which, on November 14, 1944, attacked two coasters. The latter aircraft had belly stripes. In the closing weeks of the war 333 Squadron's Mosquito VIs acquired blue-grey upper and Sky under surfaces, but this was exceptional. In appearance they then resembled the naval TR33, of post-war years.

The Mk VIs of BAFO in Germany retained largely the war-time markings, red-white-blue wing roundels and underwing serials. The most interesting I recorded included RS642:YH-T (YH aft) with letters yellow outlined black. Spinners were silver, and the squadron crest appeared above fin flash. Although the TIII was in production from 1942 few emerged in the war years, but afterwards they were often to be seen. One I often saw was VA890 with APS in red aft, on its all-yellow finish.

Michael J. F. Bowyer

Crimean War-3

SETTING THE SCENE:

BY C. JONES

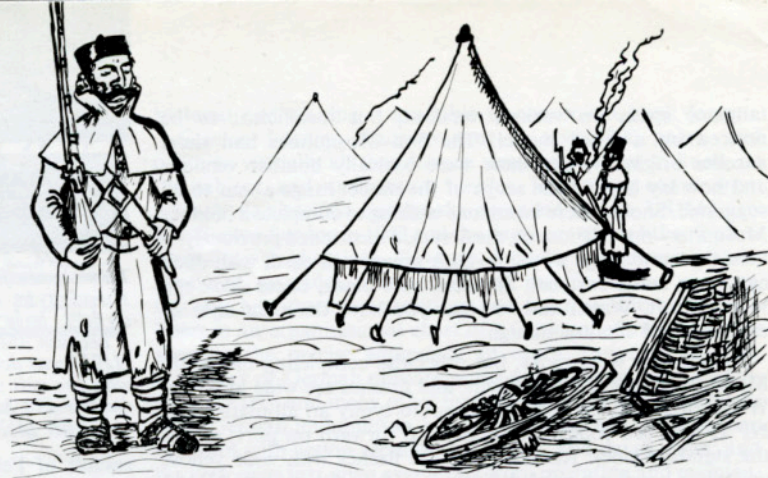
BRITAIN has forever been fighting wars with the most powerful nation in Europe, in order to preserve the balance of power. By 1854, the Russians were filling this category, in particular with their powerful Black Sea Fleet, which menaced the Eastern Mediterranean, and had its base at Sebastopol in the Crimea. On a complicated religious pretext (it will be remembered that Imperial Russia was a profoundly religious nation at this time) the Allied armies of Britain, France and Turkey set out and landed in the Crimea in September, 1854, the intention being to destroy the fleet. On their march to Sebastopol they were halted by a large force of Russians along the heights above the River Alma. So was fought the first battle of the war—the Russians were beaten.

The siege trenches around Sebastopol were begun, and the soldiers settled down to camp life. The people of Sebastopol put up a magnificent defence. Twice large armies of Russians came down to raise the siege, twice they were defeated. Once at Balaclava, where '... stormed at by shot and shell, into the jaws of death, into the mouth of hell, rode the six hundred' (Tennyson's *Charge of the Light Brigade*), it was largely a cavalry versus cavalry and artillery battle. Then came the eight hour struggle over the hills and ravines of Inkerman, a grim, bloody battle, won by the bayonet. Having survived a terrible winter, the Allies made two attempts to capture the city, in June and September, 1855. The first was repulsed with heavy losses, and in the second, the French broke into the city; but for the British it was a disastrous massacre. In true scorched-earth tradition, the Russians did not surrender, but blew up their own magazines, stores and fortifications, sank the fleet, and retreated to the

North. The war was over, its object achieved.

The haughty General Prince Alexander Sergeievich Mentschikoff could not avail much against Raglan (the British C-in-C), but for 11 months a hard working genius of an engineer, General Todleben, defeated all assailants. The bastions of his defences were protected by a 20 foot ditch and were bristling with guns. All their approaches were swept by fire from neighbouring bastions. Some had extensive underground systems, including officers' quarters, stores, casemates (chambers with an embrasure for a

Heading: British soldier in winter wear and standard British tent. **Below:** Aerial view of author's model of the Redan showing embrasures (A), battery platforms (B), firing platforms (C), raised rampart (D), traverse (E), ramp up to rampart (F), dug-out entrance (G), firing step (H), ditch (I), terreplain or rampart walk (J), glacis or slope (K), open ground (L), abattis or brushwood (M). The Russian flag is visible flying on the right-hand battery platform. Note the use of dowelling for ladders and revetting.



gun) and magazines which were wired up to central control so that they could be detonated electrically in the event of the place being taken. The British works were well designed, but some of their forward trenches were little more than ridges of earth, and became swamped with mud when it rained. These are quite easy to model, using pieces of wood glued to a base board for ridges and contours, covered with wire netting, then cloth, then finally plaster of Paris. Additional details such as gabions, sand bag walls, etc, are manufactured by Merberlen Ltd, (Bellona) and are generally suitable for this period. Lengths of dowel can also be used for revetting trenches.

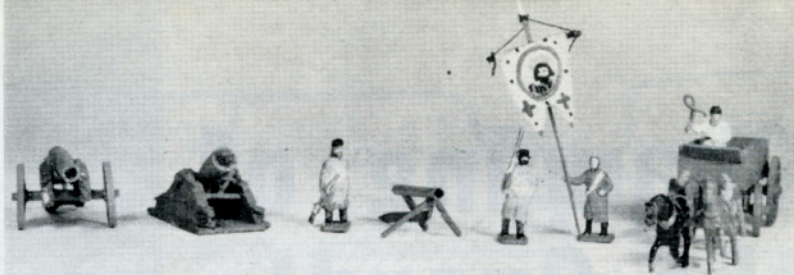
The Russian field gun as described last month, is really only a light piece. I therefore decided to build one of their largest guns, namely, the 24 pounder. From the American Civil War gun the complete axle is removed as before. The trunnions and sockets are also cut away. Following the pattern in the diagram the trails were cut from $\frac{1}{8}$ inch balsa sheet. Two cut outs, to accommodate the axle, were fashioned about $\frac{3}{8}$ inch from the front of the trails. A spacer and a breech block were also cut from balsa, both $\frac{3}{16}$ inch across. These were cemented in the positions indicated in the diagram, then the axle was cemented into the cut outs. The barrel was made from $\frac{3}{16}$ inch dowel, $1\frac{7}{8}$ inches in length. The breech end had to be rounded off with a sharp knife, and the barrel tapered a little towards the muzzle. The trunnions were cemented to the barrel about $\frac{3}{4}$ inch from the muzzle, and the sockets cemented to the trail tops $\frac{1}{4}$ inch from the trail ends. The barrel was slipped into its sockets, and a piece of cocktail stick was driven into the spacer to represent the trail handspike. In travelling, this monster had to be

pulled by a team of twelve horses, with its trail ends lifted up on to an adapted limber. The limber can be made from last month's limber drawing, but leaving a gap of $\frac{1}{2}$ inch between the boxes, instead of $\frac{1}{8}$ inch as previously. The team can be built up in a like manner to the RHA one described in April.

For the renowned British 13 inch mortar, the supports, spacer, block and platform were cut from balsa sheet and assembled, as per diagram. The huge barrel was sawn from $\frac{1}{4}$ inch dowel, $\frac{5}{8}$ inch long. The breech end was rounded off, and short lengths of cocktail stick were driven through the upper supports to represent trunnions. A piece of card, measuring $\frac{1}{4}$ inch by $\frac{3}{4}$ inch was folded in two places, and each folded round edge had a cut out cut in it to receive the trunnions. This piece, the cradle, was cemented centrally to the breech end, and then the barrel plus cradle was slid on to the trunnions and cemented there. A strip of balsa was cemented from the muzzle lip to block to represent the elevating screw.

Another interesting model is that of a rocket launcher, which consisted of a hollow copper tube from which rockets with a 9 lb bursting charge were fired, in modern bazooka style. Use a 1 inch length of old Biro refill tube and balsa to build the supports. For details see the diagram.

For much of the duration of the war, the British soldiers were in their winter greatcoats. They were worn,



Above, left to right: Completed models of Russian 24 pounder, British 13 inch mortar, British rocket launcher and British soldiers in winter dress, Russian Ikon bearer, and Commissariat cart with Tartar driver. **Below:** Sketch showing suggested method of constructing miniature siege works using scrap wood and plaster with usual scenic treatment. Broken line shows chicken-wire earth base.

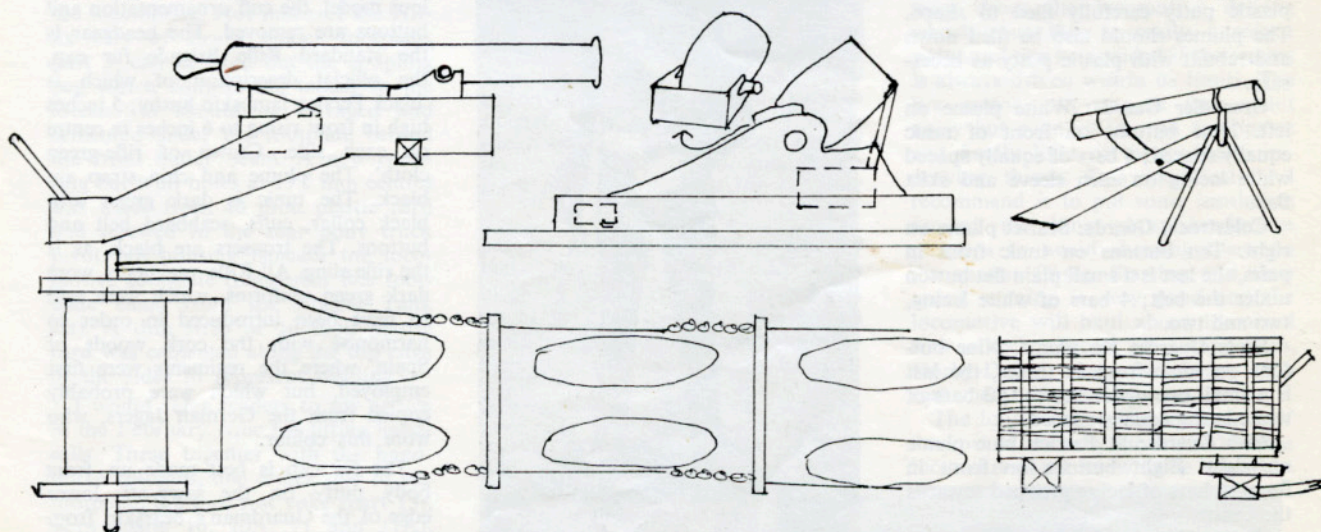


for instance, through the earlier parts of Inkerman, and the second assault of the Redan. To model this dress, take an Airfix Arab, narrow the cloak at the waist, and carve a groove running all the way round the shoulders to represent the attached shoulder cape. The Arab's arms can be replaced if desired, by those of a Confederate, whose head is also transplanted. The feet and lower portion of the Arab's cloak are removed and replaced by the legs of the Confederate, as with the Russian Infantry. The headgear was the shako as before, or the much used 'pork pie' forage cap, for which the construction is the same, though the crown is only $\frac{1}{16}$ inch tall. The greatcoat was a pale grey with a tinge of blue and the 'pork pie' was black. Normal equipment was worn over the greatcoat, but note that all straps passed under the shoulder cape.

For the war, a body known as the Land Transport Corps was formed to serve the Commissariat Department. It was very inefficient, which is hardly surprising seeing that it consisted almost entirely of an inadequate number of country carts, commandeered from the Crim Tartars (the Crimean peasants).

The carts can be built from the covered wagons of Airfix Wagon Train sets. The hood is discarded and the footboard cut away. Then the top and back of the driver's box is removed, and the rectangular hole in the floor is filled in with a piece of scrap plastic. The length of the wagon is shortened to $1\frac{1}{2}$ inches by cutting all round, leaving the slots with the floor of the main body. The back end is re-cemented on to the new side ends and a piece of scrap plastic is

continued on page 382



Top row, left to right: Full-size model drawings for Russian 24 pounder (wheels omitted), British 13 inch mortar (note cradle detail), and British rocket launcher, all made as described in text. **Above:** Sketch (approximately full-size) showing harness and traces for RHA limber. Add outer row of horses each side for Russian 24 pounder limber. Sketch on right (not to scale) shows structure of Commissariat cart.

Changing of the Guard!

J. S. R. MEAD ALTERS THE BASIC AIRFIX GUARDS FIGURE

THE Brigade of Guards are the Infantry equivalent of the Household Cavalry. There are five regiments of Foot Guards, all of whom wear scarlet tunics with dark blue velvet facings; blue trousers with a red stripe and black bearskin caps. The points of distinction between the regiments are the colour of the plume and the side of the bearskin upon which it is worn, and the arrangement of the tunic buttons.

The production of a Guardsman of each regiment is therefore a matter of constructing and painting the Coldstream Guardsman kit as instructed, removing all buttons from the tunics with a fine file, and replacing them in the correct regimental pattern. These can be formed with small sections of scrap plastic, or by small blobs of plastic putty carefully filed to shape. The plumes should also be filed down and rebuilt with plastic putty as necessary.

Grenadier Guards: White plume on left. Nine buttons on front of tunic equally spaced; 4 bars of equally spaced white lacing on each sleeve and skirt flap.

Coldstream Guards: Scarlet plume on right. Ten buttons on tunic front in pairs, the last is a small plain flat button under the belt; 4 bars of white lacing, two and two.

Scots Guards: No plume. Nine buttons on tunic front in threes, the last is a small one under the belt; 3 bars of white lacing equally spaced.

Irish Guards: St Patrick blue plume on right. Eight buttons on front in fours. 4 bars of lacing grouped towards the centre.

Welsh Guards: White plume with green on left. 10 buttons on front in fives; 5 bars of embroidery equally spaced.

Simple variations

The photograph shows the basic Guardsman figure with two simple variations. It will be noted that, in general, the assembly instructions have been followed.

The left-hand figure represents an Army Ordnance Corps (now 'Royal') private of 1914. The head and helmet are from the Life Guard kit and the helmet spike is filed to $\frac{1}{4}$ inch in length and to a point. All mouldings and detail of the badge, etc, should be carefully filed off and left quite smooth.



Above: Completed Life Guards trooper of 1900 vintage.



All three of the above figure conversions come from the basic Airfix 1:12 scale Coldstream Guards figure kit. Left to right: Army Ordnance Corps private of 1914—note the long sword type bayonet. Coldstream figure of 1959 with added detail. Rifleman of the Rifle Brigade of 1914.

The eight tunic buttons must be removed and replaced by six evenly spaced. One more step remains before painting. This is the removal of all traces of the Guardsman's tunic cuff ornamentation.

The helmet is dark blue, with gold 'star' badge, spike and chin strap. The dark blue tunic is piped in red at the edges, as are the shoulder straps, and has a red collar and cuffs. The trousers are also dark blue, with double narrow red stripes down the side seams. White belt, scabbard, rifle sling and gold buttons complete the colour scheme. The bayonet on the rifle should be replaced by the older 'long' sword type, made from card.

The figure on the right of the photograph illustrates a rifleman of the Rifle Brigade, about 1914. As with the previous model, the cuff ornamentation and buttons are removed. The headgear is the standard Rifle Brigade fur cap, the official description of which is 'black Persian lambskin busby; 5 inches high in front rising to 6 inches in centre on each side. Crown of rifle-green cloth'. The plume and chin strap are black. The tunic is dark green with black collar, cuffs, scabbard belt and buttons. The trousers are black, as is the rifle sling. All Rifle regiments wore dark green uniforms, which were said to have been introduced in order to harmonise with the cork woods of Spain, where the regiments were first employed, but which were probably copied from the German Jagers, who wore this colour.

The fur cap is best made up from body putty on the sawn-off lower edge of the Guardsman's bearskin from the kit. If you don't fancy making a new bayonet, it could quite legitimately be omitted, but the handle must then be depicted in the scabbard, of course.

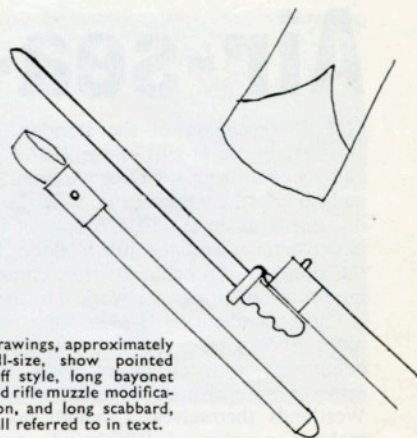
2nd Life Guards

PRIOR to 1922, when they were amalgamated to form The Life Guards, there were two regiments of Life Guards. The photograph shows a model depicting a trooper of the 2nd Life Guards at the turn of the century. It illustrates the modified full dress, minus the plume and cuirass, with overalls and small gloves.

The tunic is scarlet with dark blue collar and shoulder straps edged in gold. The cuffs are also dark blue. The pouch belt is white with a blue flask cord. The waist belt and gloves are white. The overalls are dark blue and have double red stripes down the side

seams.

The model is constructed from the tunic, head and helmet of the Life Guard kit together with the Guardsman's arms, hands, legs, feet and rifle. The bend in the right arm is achieved by sawing through and filing each half to give the correct angle. This stage is a matter of trial and error, and the parts should not be cemented together until the appearance is correct. Plastic putty can be used to make good any holes that occur. It will probably be found that the thumb of the right hand prevents the rifle being carried in the position shown. If this is so, the thumb should be removed as it will not, in any case, be seen on the finished model.



Drawings, approximately full-size, show pointed cuff style, long bayonet and rifle muzzle modification, and long scabbard, all referred to in text.

New books—continued

The 88 pages are packed full with timetables, maps and descriptions of lines, notes on rolling stock and a new set of photographs. Of equal value are the notes on preservation societies and transport museums. Wherever you go in Britain it seems there is something of interest to railfans, and for the very modest price you will get excellent service from this booklet.

Southern era

SOUTHERN STEAM, by O. S. Nock. Published by David & Charles (Publishers) Ltd, South Devon House, Railway Station, Newton Abbot, Devon and distributed by Ward Lock & Co, Ltd. Price 42s.

THE story evolves from amalgamation of the three major constituent companies, through the emergence of Ashford under Maunsell's leadership as the predominant design influence, development of the 'Arthurs', 'Nelsons', 'Schools' and finally the impact of Bulleid and his Pacifics. Much of this story is familiar, but Southern fans who are also devotees of performance logs will receive full value for their money. The book has 200 pages including index, over 60 excellent illustrations and the now to be expected characteristically fine David & Charles colour plate.

Old time artillery

AN INTRODUCTION TO BRITISH ARTILLERY IN NORTH AMERICA, by S. James Gooding. Published by the Museum Restoration Service, Ottawa, Ontario, and available in Britain from Ken Trotman (Arms Books), 3 Ash Close, Naphill, High Wycombe, Bucks. Price 10s 6d plus 10d postage.

LOUIS NAPOLEON ON ARTILLERY, by Napoleon III, text by W. Y. Carman. Published by the Arms and Armour Press and available from Ken Trotman (Arms Books), 3 Ash Close, Naphill, High Wycombe, Bucks. Price 18s 6d plus 1s 6d postage.

ON the cover of the first of the above-named books 'British Artillery' is given emphasis, the rest of the title referring to the fact that many of the weapons illustrated are preserved in Canadian museums. This well-produced book does, in fact, give a very detailed coverage of all principal artillery pieces used by the British army from the mid-eighteenth to the mid-nineteenth centuries and packs a wealth of interesting and valuable reference material into its very modest price. There are 90 illustrations, all either scale drawings or pictures of the weapons described and including carriages, limbers, ammunition wagons, gynes, a 'devil' carriage, components, ammunition

tion, and even a 'hot shot furnace'. Virtually everything else to do with artillery of the period is also included, and there are notes and illustrations on mountings, drill, and fortifications.

Anyone with an interest in wargames with a nineteenth century setting will find this well worth getting for the scores of conversion ideas it will give.

Louis Napoleon on Artillery is a reprint selected from a series of works by Napoleon III produced when he was Prince Louis and imprisoned in the Fortress of Ham in 1846. These books were long recognised as standard works on early artillery and the publishers of the present book have selected some of the more interesting plates from an early edition, to which the well-known military historian W. Y. Carman has added an explanatory text. The period covered starts with the middle ages—illustrating a superb 'self-propelled' cross-bow and a throwing machine—through the bombards of the fourteenth and fifteenth centuries up to the more conventional guns of the seventeenth century.

Dutch album

ZELDZAME VLEIGTUIGFOTO'S—EEN LUCHTVAART-FOTOBOEK, by Hugo Hoofman. Published by La Riviere & Voorhoeve, Zwolle, Holland. Price 7.90 guilders.

HUGO Hoofman is well known as the editor of the Dutch monthly *Cockpit*. He has at the same time become author of many small books packed with photographs and somewhat unusual information of the type that appeals to enthusiasts. One of his most recent books is *Russian Aircraft* available in English from Aero Publishers Inc, 329 Aviation Road, Fallbrook, California, USA, price \$8.50. Two others that are certainly worth acquiring detail the history of the Netherlands Air Force in words and pictures.

Zeldzame Vliegtuigfoto's is a collection of photographs of aircraft old and new, 320 in all at roughly two or three to a page. There are pictures of Israeli B-17s, and some Israeli fighters; some very clear shots taken in the USAF museum at Wright Field, various pictures of German and Dutch aircraft and a collection of Spanish Air Force machines. An interesting feature is a set of shots of the so-called 'He 113', which the Germans cunningly released for propaganda purposes. Light aircraft, a few graceful curvy girls and some American jets complete the mixture. It is the sort of book to buy for someone who likes looking at aeroplanes, collects off-beat pictures or just enjoys good photographs. Modellers would find it useful.

Air-sea-rescue H-19

THE conversion of the standard Whirlwind kit into the waterborne H-19B of the USAF rescue squadrons can be an easy or difficult job depending on the ability of the modeller and how far he wishes to go with the job. On the face of it all one needs to do is add a couple of floats instead of the land undercarriage and the job is done, but on closer inspection the addition of a cabin interior, crane and various other small modifications brings the work into the more difficult class.

Large numbers of H-19Bs were used by the USAF before more modern types came into service and it formed the basic equipment of most air-sea-rescue units in the fifties. Civil versions were also quite common. Several were exported and Westlands themselves, although not building the H-19, did make a number of Whirlwind conversions for the British register mainly for use in the Persian Gulf oil drilling operations. BEA operated Whirlwinds on floats from the South Bank site near Waterloo Station to Heathrow on experimental services before the Battersea heliport was opened. With both civil and service types to choose from there should be no dearth of good colour schemes and markings for the keen modeller.

Aeromodeller produced a plan of the H-19 some years ago on which we based our drawings and the model itself. Aviation magazines in the 1950-56 era did have some illustrations but in the main the type seemed to avoid the camera lens.

There is nothing really difficult about the conversion. Recourse will have to be made from the 'bits and pieces' box and there's a fair amount of heat treatment needed on those spare plastic stems which are always available. The small USAF national insignia proved very difficult to come by but here I was lucky and found some that came from an old odd-scale Aurora kit. Modellers without lots of spare transfers might find this part of the operation difficult and I advise looking out the necessary bits and pieces before starting the conversion.



STAGE 1 Before assembling the fuselage halves cut out the entrance door on the starboard side using a fret saw after first drilling small holes in each corner. The opening and the door itself are cleaned up with the file and the latter is laid on one side. Assemble the cockpit interior, windows and rotor. Cut off the warning beacon location hole on the aircraft's spine and when the paint on the cockpit has dried do a 'dry run' on fuselage assembly to find out the width of the cabin floor and walls. These are then cut out of plastic card; a bench seat is made from this material for the port side fuselage wall and a spare seat from another kit goes just inside the door on the starboard side. Assemble the cabin interior, wait for it to dry out, paint the inner walls and seats in a light green and stick the fuselage halves together. Use Bulldog clips and clothes pegs to hold everything together as the extra work on the interior will make the fit a tight one. Remove with a sharp knife the two lower spines on the rear fuselage and also the one immediately behind the cockpit.

ALAN W. HALL CONVERTS THE AIRFIX S-55 WHIRLWIND

Below: H-19B, BuNo 13867, finished in the same style as our drawing subject but with dark coloured, possibly dark blue, floats. Bottom: Similar in configuration to the H-19B, this Westland-built S-55 with floats could be modelled following the H-19B instructions. Note, however, the different leading strut.



STAGE 2 Before assembling the floats and undercarriage add body filler to the hole left on the fuselage spine and fill in the stand locating hole under the fuselage if desired. While waiting for the floats to dry or at any other time when a wait is necessary give the rotor blades the necessary droop to add realism. This can be done by holding them in very hot water for a minute or two and then carefully bending to the right shape. Hot water is preferable to holding the blades in front of a fire as the polystyrene melts very rapidly when the right temperature is reached.

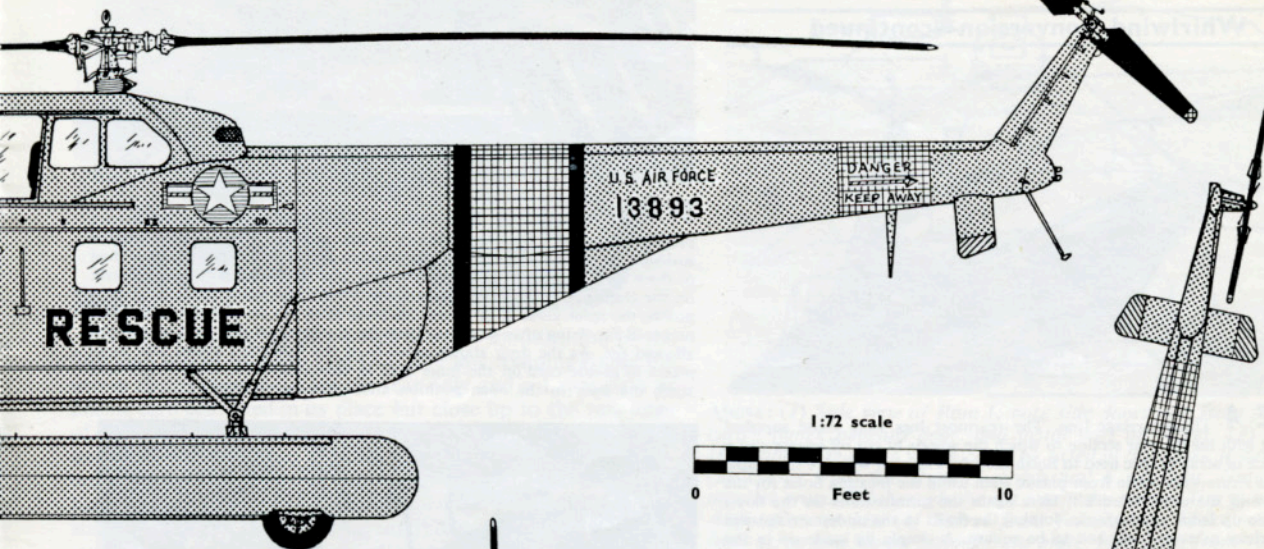
STAGE 3 Float manufacture. These come from pieces of dowel rod $\frac{1}{8}$ inch in diameter and $3\frac{1}{2}$ inches long. A very slight 'flat' is sanded on to the underside and the forepart of each float must be cut out for the nosewheel. Holes are drilled into the rear section to take the main wheels. To obtain the ridges that run lengthwise on the upper side of the floats I stretched a piece of polystyrene and stuck this in place. The circular pieces which are presumably inspection ports, also on the upper side of the float, came from small sections of plastic stem stuck in position and filed down to almost nothing when dry. Once the plastic additions are complete, cover the whole float with talcum powder and clear dope mixture and polish down until the surface is smooth—then add the wheels. The main wheels came from the 'bits and pieces' box. I can't remember their origin but any wheels will do for this providing they are the right size. The nosewheels came from two old Airfix Starfighters but equally well the wheels from the standard Whirlwind kit will do. In the latter case an additional strut will have to be added, again from stretched polystyrene stem.

Continued on page 382

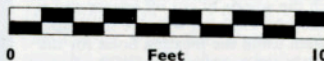
AIRFIX magazine

Sikorski H-19B, 13893, USAF rescue version

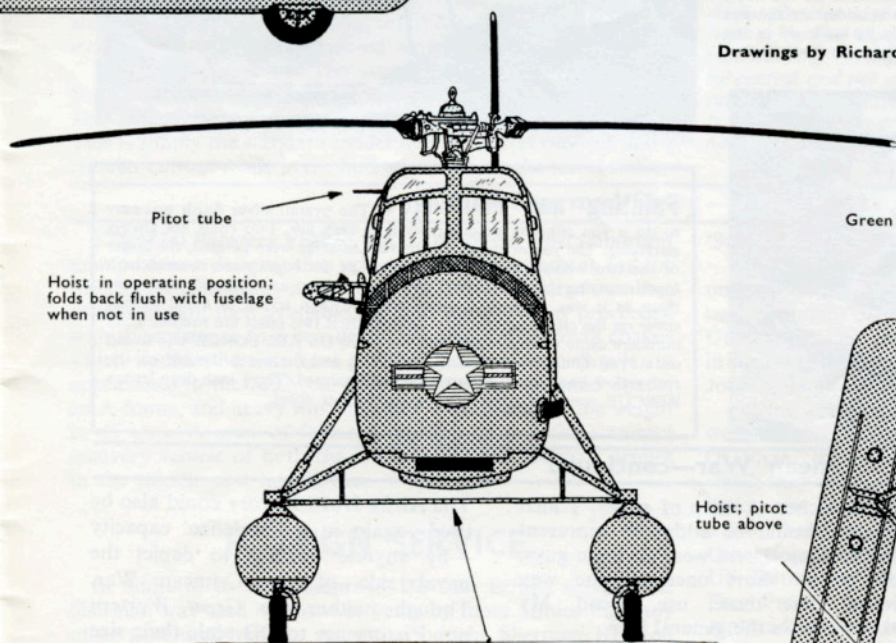
Main rotor blades: grey tops, black underneath



1:72 scale



Drawings by Richard L. Ward



Pitot tube

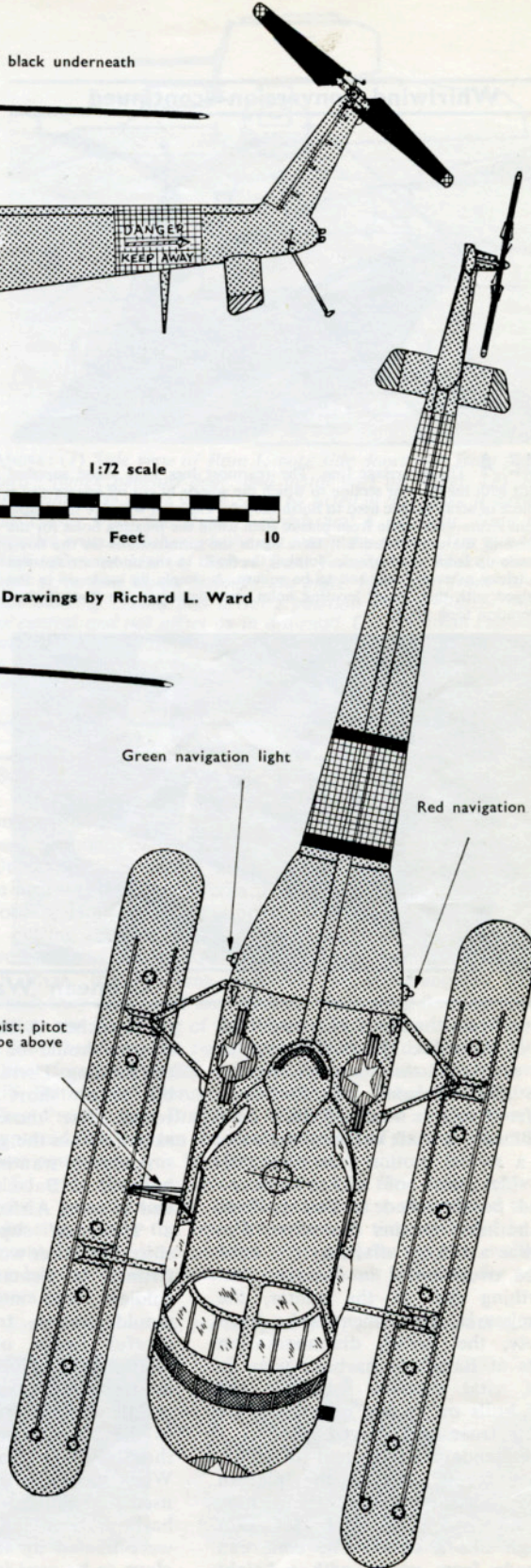
Hoist in operating position; folds back flush with fuselage when not in use

Horizontal bracing strut to front undercarriage legs only

Green navigation light

Red navigation light

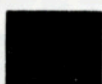
Hoist; pitot tube above



Natural metal



Yellow



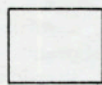
Black



Blue
June, 1967



Red

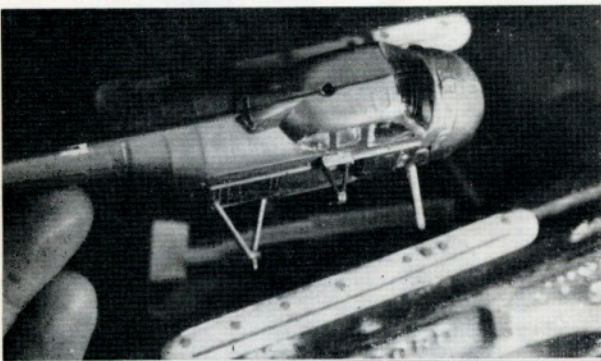


White

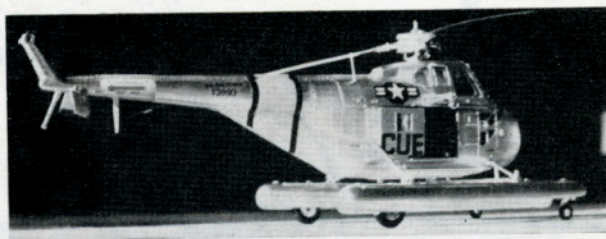
Whirlwind conversion—continued



STAGE 4 Undercarriage legs. The rearmost legs were those supplied in the kit with the circular section to which the wheels fit cut off square and a small piece of scrap plastic used to finish the job. The plan will give the shape. The front struts were made from plastic stem using the locating holes for the nosewheel of the unmodified kit. Here again the terminations on the floats were made up from scrap plastic. Joining the floats to the undercarriage was a little tricky as everything had to be square. A simple jig made up in the vice helped with this. Small locating holes were drilled in the floats before this operation took place.



STAGE 5 Items such as the hoist/crane over the cabin door, the curved pitot head on the same side, additions to the rotor head, radio masts and the assembly of the tail rotor and its companion pieces completed the job. Most of these were made by heating plastic stem and stretching it—even the hook on the crane can be made in this manner. Finally the whole model is given a polish, the spine cleaned up where the body filler has set and the cabin door prepared for fixing after painting. Here the thickness of the window must be allowed for. As the door stands away from the fuselage I added two small pieces of plastic card on the inner side to compensate for the window and stuck the door in the open position after painting underneath it.



Painting and Markings: The overall silver finish was easy to do if you consider painting silver an easy job. Two coats are always advisable. The yellow bands on the rear fuselage were painted, the larger of the two without too much precision as the edges were covered with black transfer strip. I masked out the windows and painted right over them as it was easier and more accurate than trying to avoid getting silver on the clear transparency—especially if two coats are needed. Buzz numbers came from Letraset and the small US AIR FORCE was found on a Frog Thunderjet transfer sheet. This and the word 'danger' on the rear yellow band could however be hand painted. The $\frac{1}{4}$ inch deep letters RESCUE were cut from a Yeoman transfer sheet.

Crimean War—continued

used to bring the front end up to the level of the sides. The back axle supports are cut down to a rectangular shape and cemented into the slots. The front axle is modified till it consists of only a shaft carrying the axle, with a swivel motion (see diagram). The sides were of wicker-work so should be scratched to that pattern. The harness remains the same. The cart was a rickety affair, so one need not be over-careful in ensuring that everything fits. In the winter, the Commissariat Department broke down entirely, the British disembarkation depots at Balaclava harbour were in chaos, vital supplies rotted in the ships' hulls or on the quaysides; the soldiers froze and starved.

The standard British tent (of which a vast forest covered the plateau before Sebastopol) was about nine feet high, conical, and 'let rain through like a sieve'. The cone can be made from paper, with a height

of $1\frac{1}{4}$ inches. A strip of paper, $\frac{1}{4}$ inch across, should be added to represent the brailing. There were no main guys, but many short ones all the way round. For these, use thread. My sketch shows the general idea.

Anyone wanting to model the harbour at Balaclava would be justified in using Airfix's *Great Western* as a 'freelance' supply or ambulance ship. The latter would do the run from Crimea to Scutari, where the few soldiers who survived the voyage would receive treatment from the careful hands of Nurse Florence Nightingale. Shipping at this time was in transition stage and screw and paddle warships were yet to be proved, so the Navy took along several old, three-masted, sailing men-o'-war. When the ships' guns were not being used to bombard Sebastopol and her harbour from the seaward side, they were hauled up the road from Balaclava to be used in the siege batteries.

The Airfix HMS *Victory* could also be used—again in a 'freelance' capacity—by anyone wanting to depict the naval side of the Crimean War. Though neither the *Great Western* nor *Victory* are to OO scale their size discrepancy would not really matter if they were given new identities. Airfix OO/HO figures do not look out of place on their decks. For a harbour scene, the ambitious modeller could reduce these big models to 'waterline' replicas by judicious use of a razor saw . . . indeed the possibilities are almost endless on the theme of the Crimean War in miniature depending on how much time and space is at your disposal.

But now I must commend the keen modeller to the libraries to fill in any further details for himself. The details and information given in these three articles should be sufficient to get you started.

photoPAGE

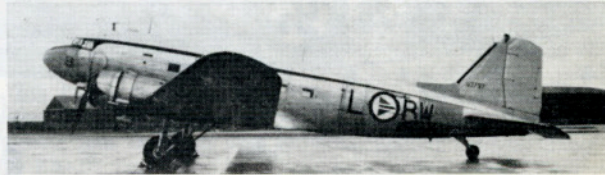
Mixed bag from readers this month covers the wartime Middle East, Fleet Air Arm, two aircraft currently flying, and an old timer for good measure. Captions by **Michael J. F. Bowyer**.

'Photopage' is a regular Airfix magazine feature, and further pictures will be published as available. We would be pleased to consider any contributions from readers, particularly of squadron aircraft or interesting colour schemes, and a free Airfix kit will be awarded for each picture used. Would intending contributors please note, however, that photographs submitted should be private copyright.

Owing to space limitations, it may be necessary to hold pictures for a few months before publication. To ensure safe return, please write your name and address on the back of each print. We cannot use press cuttings.



Above, left: Picture from M. Wellings shows a Baltimore in Coastal Command colours—possibly ex-55 Sqn—and transferred to the Fleet Air Arm for service as a target tug. Coded BS on fin. **Right:** Another M. Wellings picture shows Warwick ASR Mk I, BV437, possibly of 293 or 284 Sqn in the Middle East.

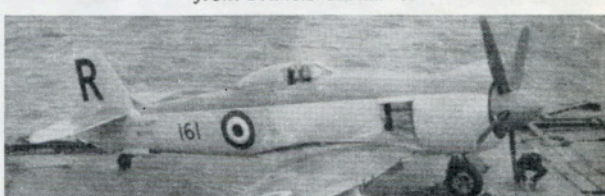


Above, left: Colourful RCN S-55 is in standard dark sea grey/white finish with large red 7 with black outline on nose and sides. Stabilisers and band at tail are also red and the tail warning band is yellow. **Right:** Royal Norwegian Air Force Dakota is natural metal, with white fuselage top, black cheat line, yellow nose, tail band and wingtips. Serial is 93797 and codes are black, with 'W' outlined white. Both pictures by P. W. Mills.

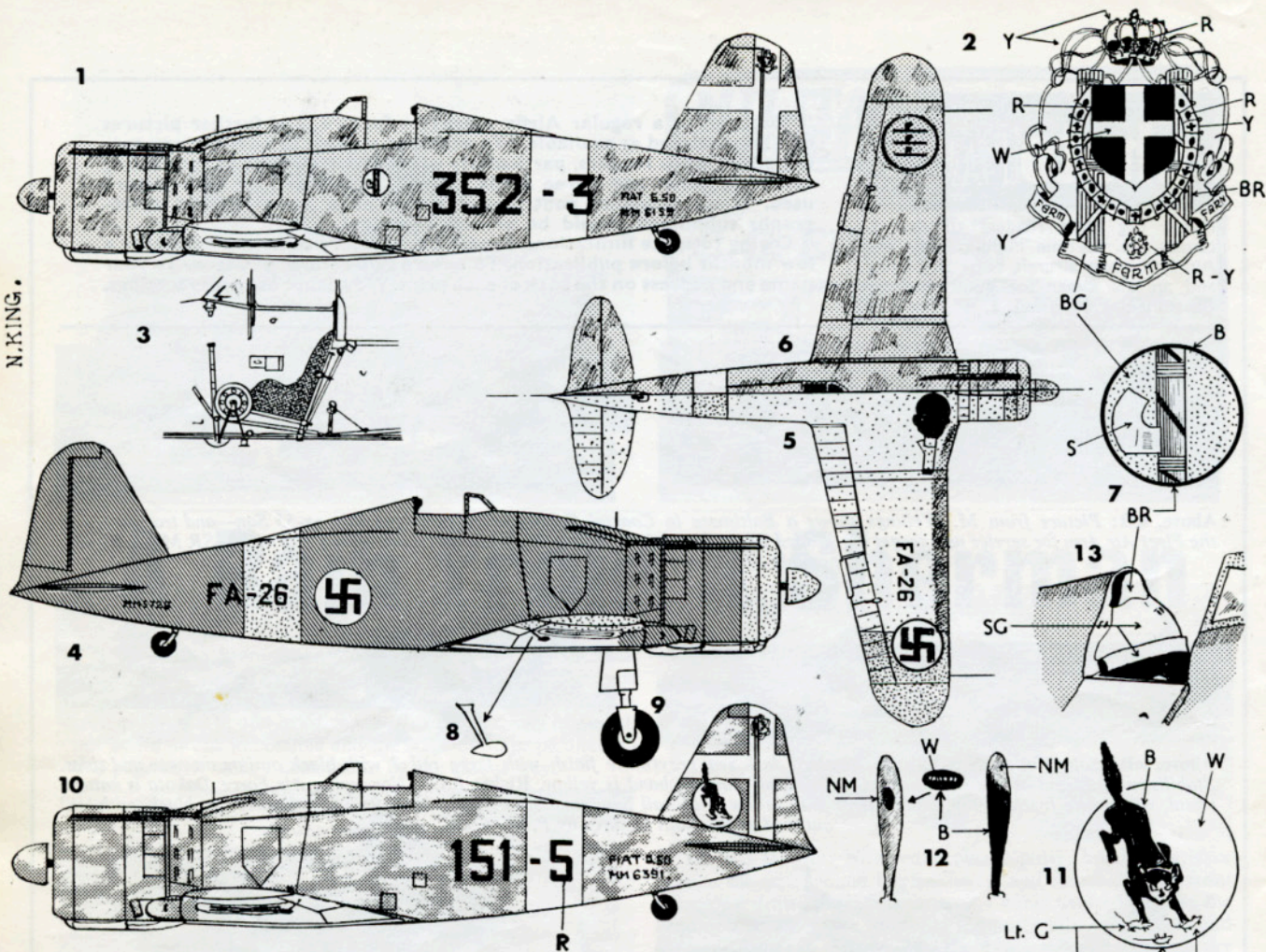


Above: Two pictures from F. G. Law show AG768:B, a Baltimore II at No 1 METS, El Ballah, in November, 1942, and Z7357:F, a Blenheim IVL called 'Agnes' at the same location in September, 1942. Both are in standard Middle East camouflage.

Above: Magnificent picture from Allan A. Percival shows a Blackburn-built Swordfish II, LS348:KL, operating in the Far East with SEAC roundels. Does anyone know its unit or carrier? **Below:** A clear view of the markings of Sea Fury FB11 WE693: 161/R, possibly of 802 Sqn, aboard HMS Ark Royal. Picture from Francis Caruarne.



Above: 'Mr A. G. Miller with 60 hp Deperdussin Monoplane' is the vintage caption attached to this vintage picture sent in by B. Lockwood. When and where we cannot say, but it has delightful period charm.



Fiat finishes

By N. King

Key to numbers: (1) MM6155 captured by RAF at Sidi Rezegh. (2) Crest of House of Savoy carried on rudder. (3) Cockpit detail of Fiat G.50 bis showing stick, pedals, trim tab, seat, and gun sight. (4) MM5726 of Finnish Air Force, in early 'continuation war' finish of HLe Lev 26. (5) Underside finish of MM5726. (6) Top surfaces of MM6155. (7) Fuselage fasciae emblem of MM6155. (8) Mass balance horn to be added to upper and lower surface of each wing. (9) Note cut down wheel covers on this machine. (10) MM6391 captured by RAF in Libya. (11) 'Satto Nero' badge of 51 Aerobrigata Intercettor, 151 Squadriglia. (12) Finish for propeller blades. (13) Cockpit finish and detail view.

Colour schemes: MM6155 is sand with green mottle (camouflage on each aircraft drawn extends round and beneath wing leading edge as seen in plan view. Underwing insignia in same position and same size in each case). Undersides are light stone grey.

MM5726 is dark green with light blue undersides, yellow fuselage band, cowl and lower wing tips. Spinner also yellow. Note that Finnish serial is repeated under both wings reading from front.

MM6391 is slate grey with slightly darker green mottle and stone grey undersides. This scheme seen in Europe, Sicily, and aircraft rushed from Sicily to Libya.

Colour key to detail drawings: B - black, R - red, BR - brown, BG - blue grey, SG - slate grey, W - white, NM - natural metal, LtG - light green.

Colour mixes: Paints referred to are Airfix or Humbrol matt colours as appropriate. Give final coat of Humbrol matt varnish to Finnish aircraft only. Italian aircraft should be left flat matt to simulate desert weathering. Sand—4 parts dark earth/khaki, 1 part white, ½ part yellow. Green (mottle)—1 part dark green plus touch of red and dark blue. Green (Finnish)—6 parts dark green, 4 parts GWR green. Light Blue (Finnish)—4 parts sky blue, 1 part dark blue, 2 parts white. Light Stone Grey—1 part dark sea grey, 6 parts white plus touch of duck egg blue.



Above: FA26 before yellow bands of continuation war finish were applied. HLe Lev 26 was the only Finnish unit to fly the Fiat G.50 (Chris Shores photo).

NEW

KITS AND MODELS

TWO FROM REVELL

REVELL have released two new 1:72 scale kits this month, a Boeing P-26A and a Curtiss Hawk 75A. Both are in the 2s 11d range and are up to the already high standard set by this manufacturer.

Of the two we preferred the P-26 'Pea-shooter' as this is one model that we have been waiting to see in 1:72 scale for some time. We were not disappointed as the model is a delight to build. The 24 parts do not suffer from over heavy detail and fit well together. The markings are excellent but it is here that we find our only major criticism. The colours of the tailplane should be basically yellow and not the white depicted. It takes some time to paint over the transfer to get this detail right and we hope that Revell will amend their mistake at a later date.

The Curtiss Hawk 75 comes in Finnish markings. This aircraft, which has already been modelled to the same scale by Heller leaves little to be desired in detail though of the two we would say that the Heller kit has the edge on accuracy. The shape of the Revell version's cowlings might have been a little better and it is only by comparison that the differences can be noted. It would have been better to have moulded the cowling on one piece rather than separate it as the work involved in getting rid of the join takes time and is unnecessary. There are 35 parts in the kit which has no gimmicks apart from a sliding canopy. Instructions sheets for both models are printed in three languages.

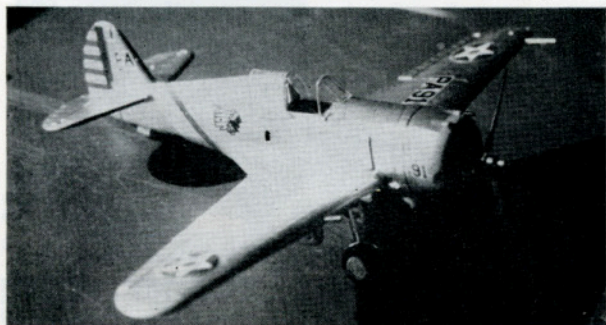
A.W.H.

IPMS ENTER THE MARKET

THE International Plastic Modellers Society, Northern California branch, has produced the first of a series of really top-rate transfer sheets for the hobby.

In a letter that goes out with their first efforts, a set of Mustang transfers, they say that profits from the venture will go to finance other IPMS projects.

Calling themselves Authenticals, the first sheet has transfers for three P-51 Mustangs that are bound to be popular. They are Ralph 'Kid' Hofer's P-51B *Salem Representative*, Don Gentile's *Shangri-La* and Major Howard's *Ding Hao*! The detail on each, which when reduced to 1:72 scale is very small



Revell's new Curtiss Hawk 75 to 1:72 scale, finished here in ABT USAAF transfers. Finnish markings are supplied with kit.

indeed, has been reproduced very accurately. Extra 'stick' on the back of each separate item plus a truly matt surface makes these offerings something out of the usual and to be thoroughly recommended.

Future issues which will be available shortly are a 1:48 scale version of the P-51 sheet, and a 8½×11 inches sheet of Japanese national insignia. Each retails in the USA for 1 dollar and can be obtained from either Don Garrett 2491, 21st Avenue, San Francisco, Calif, Jack Perella 3699 Highland Road, Lafayette, Calif 94549, or Tom Knott 309A W.Matillja, Ojai, Calif. Each order must be accompanied by 15 cents postage for air mail.

A.W.H.

QUARTER SCALE F-111A

AURORA have just issued a 1:48 scale model of the F-111A, the long-nosed USAF version of the controversial General Dynamics aircraft which Britain has contracted to purchase for the RAF.

This kit has similar features to the 1:72 scale Revell model which was released recently.

It is equally as good as its forerunner and will doubtless appeal to the enthusiasts for the larger scale. It has similar 'swing' wings, undercarriage and other flying surfaces and the 90 grey-moulded parts fit well together.

At 32s 6d this is a good kit and reasonably accurate. Needless to say, the immense size of this aircraft can be really appreciated in 1:48 scale. Our sample was supplied by Model Hobby Products Ltd, Mebro Works, Cuckoo Hall Lane, London N.9, who can supply the kit to anyone unable to buy it locally. A.W.H.



Three of the Midori Blue Label 1:76 scale tanks available in kit form from BMW Models. From left: JS-3, T-54, and M48A2 Patton. They cost 2s 11d each.

TANKS FROM JAPAN

EVER since Japanese manufacturers turned their attention to tank kits, we've been wondering how long it would take them to get round to the smaller scale of model favoured by most military modellers. Now a range of eight tank kits has been produced to 1:76 scale by Midori and these are being imported by BMW Models of Wimbledon as a new 'Blue Label' range at 2s 11d per kit. The models differ from all previous small scale tank kits by being motorised with small self-contained friction-drive units which have push-fit rubber wheels and clip inside the chassis. This type of power unit requires no assembly (or batteries, of course) and suffices to give the model the same sort of radius of action—and wobbly gait—as a clockwork mouse. This should be fun for wargamers, but those who prefer static models can omit the motor if desired. On one or two of the models, however, omission of the motor leaves daylight

Continued on page 387

● NEW B.M.W. BLUE LABEL ARMY EQUIPMENT ●

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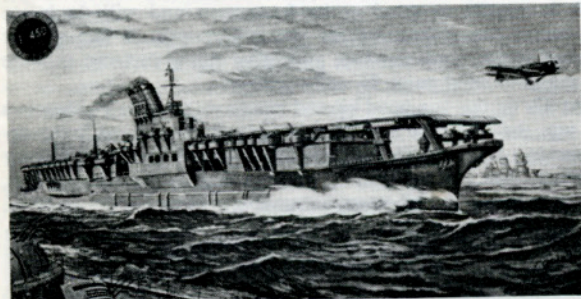
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R.L. C3 Yellow
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R.L. F2 Brown
R.L. F3 Green
R.L. F4 Inter-grey
R.L. F5 Sky blue grey

JAPANESE

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R.L. J2 Dark green
R.L. J3 Brown
R.L. J4 Pale grey
R.L. J5 Matt aluminium

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AIRFIX magazine

New Kits — continued

showing through the chassis so the gap needs to be filled with plastic card.

What of the models themselves? With the exception of the Tiger II, which appears to have been designed using Tiger I dimensions, they are all very good, having one-piece track and suspension assemblies rather like Minitanks. Best pair are a Patton M48A2 and a Russian T-54 which have plenty of conversion possibilities and are as accurate as any we've seen. Conversion fans will be very pleased indeed with a Pz IV Flakpanzer 'Whirlwind' which, for the first time provides a Pz IV chassis as a basis for scores of 1:76 scale variants. The remaining four, a JS-3, Panther ausf G, Sherman I, and StuG III are very similar to existing Airfix models though differing in construction. The StuG III has a welded-type mantlet, unlike the Airfix model which has the cast-type. It also has a spurious recoil cylinder which needs removing. C.O.E.

MAGNIFICENT EMILY

THE largest kit yet seen from a 1:72 scale Japanese manufacturer arrived at our offices this month. It was of a Kawanishi H8K2 Emily, a product of the Hasegawa company, based on the flying boat used by the Japs which had a distinct Sunderland look about it.

With 176 parts this kit must surely be one of the biggest produced in recent years and is certainly one of the most delightful to build. Needless to say it took a long time and needed constant reference to the eight pages of instructions which, although printed in Japanese, have ample illustrations to follow.

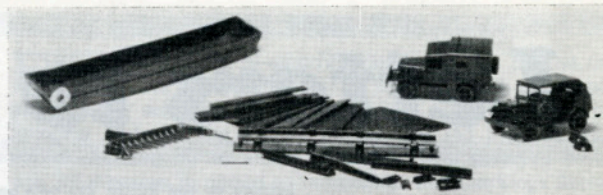
There's a number of gimmicks which seem interesting at first glance but need some careful work to install. The flaps operate, there's a land undercarriage, a tractor and mechanic figures as well as a length of towing 'rope' to complete the picture. The leading edge of the wing close to the engine nacelles lets down to reveal maintenance steps which were, in fact, fitted on the full scale prototype. The aft part of the hull is removable presumably to allow space and access for batteries to work the four engines, though no details are given of this in the plans. Apart from moving ailerons, elevators and rudder the model is equipped with two torpedoes and bombs on underwing pylons.

The only criticism we could find was that the rivet detail on the hull was just a little on the large size. Careful attention will have to be paid to the plans when assembling the model as they do on occasion get rather complicated.

An excellent kit at 49s 11d. BMW Models of Wimbledon have stocks. A.W.H.

BRIDGING GEAR

A COMPLETE series of releases allowing the OO/HO scale military enthusiast to provide himself with all the necessary gear for crossing model rivers is now available in the Austrian made Roco Minitanks range. Our latest samples include an excellent bridge kit containing stringers, deck sections, and stanchions, together with pivoted ramp sections, priced at 1s 6d. This is designed to go with the Roco bridging pontoons which come with another Roco item, the Pontoon Trailer and semi-tractor, price 2s 6d. This latter model consists of a detachable pontoon, a special trailer, and a GMC 6 × 6 prime mover. With either two or four of the pontoons and the bridge kit a pontoon ferry can be assembled suitable to take a tank. With any number of pontoons and bridge kits it is also possible to make up a pontoon bridge of any desired length. All the parts fit together quite simply though you need to



Latest Minitank releases. Left to right: Pontoon comes from the pontoon trailer outfit (lifebuoy is not supplied), the bridging kit in its component parts, and the Dodge radio and 'Commando' trucks reviewed last month.

check the bridge stringers for warping in the packet. They can easily be bent straight, of course.

Other new Roco models just released include a fine replica of the Federal German Army's Faun 6 × 4 10 ton truck—a long imposing model this for 2s 6d—a set of bivouac tents and stores at 1s 6d and a US M8 armoured car for 1s 11d. This latter comes with optional parts—deck section and cupola—for conversion as desired to a M20 scout car. All the models are to 1:86 scale and should be obtainable from hobby stockists, or if difficulty is experienced, from the importers, Model Hobby Products Ltd, Mebro Works, Cuckoo Hall Lane, London N9. C.O.E.

ARIZONA SAILS AGAIN

THE latest Revell warship kit to reach us in the first of what is to be a series of 1:720 scale kits and models is the USS *Arizona*, the battleship destroyed by the Japanese at Pearl Harbour. The kit of 90 parts is moulded in blue-grey plastic to Revell's usual high standards. The main 14 inch and secondary 5 inch guns all revolve in their mountings and other detail includes AA guns, boats, cranes, aircraft and the two catapults and associated seaplane crane. A novel feature of this model is hull assembly which enables the model to be split and reassembled at will along the waterline. It enables the modeller to display it as a full hull or a waterline model.

Another useful feature is the customary Revell method of numbering each component, which in conjunction with the well planned instruction sheet makes assembly very simple. The only shortcoming concerned the painting instructions which were not adequate enough, although the box-top illustration did assist in this direction.

It was frustrating to find yet another scale added to the model range, but this was presumably done to reduce the model sizes and keep the price down to the reasonable figure of 8s 8d. At this figure the kit would appear to be ensured of reasonable sales appeal, particularly if sufficient models are released to make their collection worthwhile.

A sheet of gummed flags is included, and instructions on how to rig the various aials and stays required to finish the model. I.W.

PLASTIC COACH

WE have not been favoured with a review sample but we could not resist purchasing the first of a new range of coach kits in 4 mm scale to be produced by K's when we visited the Model Railway Exhibition at Easter. So good is it that we would like to bring it to readers attention.

The kit is for a GWR 40 ft Brake Van—a highly individual prototype, very useful on a model layout—and it sets a new high standard for coach kits. It has the absolutely

Continued on page 390

Letters to the Editor

Letters to the Editor can only be answered in the magazine. Readers whose letters are published each receive a free Airfix plastic construction kit of their choice. We are always pleased to receive your comments and pictures, which will be considered for publication. Submitted material and pictures can only be returned if accompanied by a stamped addressed envelope, and the Editor cannot accept responsibility for safe keeping of any such contributions, neither does he necessarily agree with comments expressed by correspondents in the letters columns.

Crimean topics

THANK you for the fine article on the Crimean War armies. May I hope that Mr Jones includes the Highland regiments and the Sappers and Miners in the second part. (*He didn't!*—EDITOR.)

One point about the Light Infantry—all of which were Rifle Regiments at this time: although the shako was worn in full dress as stated, regimental records of the Rifle Brigade at this time say that the round black forage cap was worn during much of the fighting, because of the weight of the shako. A silver badge appeared on the front of the cap, and a 'bobble', peculiar to Light Infantry, on the top. Within a few years, the shako was a thing of the past in light infantry fighting.

One point omitted by Mr Jones was that non-commissioned officers and private soldiers of the Guards Brigade, line and light infantry wore a short sword at the left hip. This appears to have been a throwback from 1815, for it largely disappeared after the Crimean War.

By the way, the Light Cavalry are not difficult to produce. I have already produced much more ornate troopers than those of the 1850s from the US Cavalry set.

Robert C. Gibson, Newton, Notts.

For Plastic Modellers

FOR several months your sub-title has worried me. For many kit conversions, balsa wood is advocated. This to me is wrong; balsa modelling involves different techniques especially as regards finishing. Plastic modellers are evolving their own procedures, as did the balsa enthusiasts in the 'thirties. Bearing in mind that criticism should be constructive, I have experimented with several 'plastics' on the market. The essential requirements are: ease of application, non-disintegration when filed or carved, and an unpitted finish. Like one of your correspondents I even tried fibreglass materials left over from a car repair kit but the amount of catalyst required is very critical. Purely by accident I bought a small box of David's 'Isopon' and it is ideal! Only the necessary amount need be mixed and it appears to have a long shelf life. I first used it on a Mustang III conversion.

I'm afraid I can't help Kevin Snape of Manchester with his Dakota but I wonder if anyone can supply details of the service career of the Airfix Dakota YV? To date, my information is: a Dakota III, built in 1944, c/n 16195, USAAF 44-76611, RAF KN469 sold to Silver City Airways in 1953. According to *Aircraft Camouflage*

and *Markings*, KD to KP311 serials were used for Lease Lend aircraft... while the Dakota element of the Third TAF in SEAC mainly comprised Dakotas in the range KN201-701.

Was KN469 one of these? Or did she serve on the Transport Command routes between UK and India? Can anyone detail the service life from 1944 onwards?

W. H. Hosker, Isleworth, Middx.

Michael Bowyer writes: *KN469 was used by 48 Sqn and 52 Sqn and served almost exclusively in the Far East.*

New hangar

I HAVE just enjoyed reading the very interesting three-page feature in April's AIRFIX magazine about the Skybird kits. I never knew such an exciting range of models and accessories existed in pre-war England. I agree with readers Didsbury and J. Honey that it would be wonderful for the modeller today if manufacturers produced more accessories such as hangars and figures of airport crews to be used in layouts.

However, though little seems to be produced in this field there is a development. At the 1967 Nuremberg Toy Trade Fair a new manufacturer, H. Fischer, of Berkeheim, W. Germany, was showing a model kit of a hangar as used for light gliders. Moulded in plastic the kit is of the type that can be knocked down when not in use so no polystyrene cement is necessary for assembly. The hangar has two large pen-knife folding doors and they appear to work like the real thing. Though to 1:87 scale the difference between 1:72 and 1:87 scale buildings appears so small I think that the kit will also be useful to 1:72 scale modellers. Besides the hangar the same manufacturer showed an easy to assemble K10 Glider and transportation for this in the way of a VW Karmann Ghia coupé towing a long 2-wheel trailer. All items are to be in German shops during June.

J.-J. Juel Pedersen, Skodsborg, Denmark.

Prussian uniforms

RECENT correspondence on the subject of Prussian uniforms has contained a number of inaccuracies which I would like to point out and correct. I would also like to give some uniform details that are feasible for painting on the Airfix 1914 German figures.

Both Messrs Emery and Mansfield have made mistakes in their account of the trousers worn by the Prussian Army. Those worn in the field and for winter duties were black piped in red down the outside seam but the white linen trousers

worn on parade and for certain garrison duties in summer only, were *never* worn tucked into the boots. As the change to black trousers came about around the time of the Franco-Prussian War, possibly some units wore the older pattern in dark grey.

Helmets were for most infantry regiments black patent leather with brass or aluminium bronze spike and helmet plate in the form of an eagle with various regimental distinctions. There was also a yellow metal stiffener running down the back of the helmet and the peak was edged with metal. Brass chinscales were worn by some regiments while others merely had a black leather strap. The white helmet covers which Mr Mansfield describes as marking Scharfschützen were in fact worn from 1884-92 on manoeuvres. After this date, a green cover was introduced to which was added in 1897 the regimental number in red cloth (on the front of the helmet). In 1908 a red cloth band was added running around the helmet cover.

The tunic was dark blue piped red down the front edge and skirt flaps at the rear, with a red collar and cuffs. The shoulder straps were in the Army Corps colour appropriate for the regiment, these colours being white, yellow, light blue, red and light green.

The belt and straps were white for 1st and 2nd battalions and black for 3rd (Fusilier) battalions and Fusilier regiments. The pack was of cowhide with the hair outside and the grey greatcoat strapped round it. Haversacks were reddish brown and waterbottles a greyish brown. On the front of the belt were worn the rectangular black leather ammunition pouches.

T. P. MacDonald, Mickleover, Derby.

Use talc

AS so many readers seem to have trouble with matt paint, may I suggest mixing a small amount of talcum powder with gloss paint to get a matt effect.

Charles Campbell, Broadford, Skye.

Krazy world

I HAVE been buying Airfix models for many years and regarded it as being one of the few firms which made sensible accurate kits. Then came Krazy Characters! I am very disappointed that Airfix should lower itself to producing such trash. The effort would be much better spent on producing the Crusader tank, the German 88 mm anti-tank gun or a Blenheim Mk I, all of which, I am sure, would be very welcome additions to the Airfix range.

However, I must confess, that I am very pleased that Airfix have at last brought out some World War 2 Italian aircraft. Congratulations on a truly excellent magazine, long may it live!

Could anyone supply information on Nos 266 and 237 squadrons during World War 2, particularly markings?

J. Sinek, Eastbourne, Sussex.

Airfix have to please everyone, Mr. Sinek—and Krazy Characters are popular, if not to aircraft and military fans. You are not forced to make them.

—EDITOR.

Balloon material

I HAVE found an excellent way of representing tarpaulin or canvas on fighting vehicles, which is far more realistic than paper. I use ex-barrage balloon material. When examined closely this material has very fine threads like that of a tarpaulin or canvas, is scale thickness and of the right colour (light charcoal). This 'tarpaulin' can be rolled, painted and does not tear. Readers may well find it difficult to obtain, but the result is well worth the trouble.

Ian Ferriday, Bethesda, Caerns.

Alfa Dauphine

READING through car books, I came across a photograph of an Alfa Romeo Dauphine. Being almost identical to the Renault I purchased an Airfix Renault Dauphine. All that needs to be done is that the chassis supports between the doors are filed down about $\frac{1}{4}$ inch. The model is now painted and assembled in the usual way. To finish mine off I added some Alfa Romeo transfers.

E. Littlefield, Tynemouth, Northumberland.

Aerial wires

IN these days of ultra-high detail, I am surprised that no one has mentioned the obvious detail of aerial wires on aircraft. Ordinary cotton thread is far too thick so we have to revert to stretched sprue. Trying to stretch the sprue in the ordinary way is useless owing to the extremely fine section needed. To obtain fine 'wire', first get the end of the sprue burning for a few seconds and then quickly push it down hard on a metal surface, blow out the flame and start pulling the sprue out. The last three actions should be done almost in the same instant as it is essential to start stretching while the plastic is still molten. It may be necessary to repeat this several times before the correct thickness is reached. The wire can now be attached to the aerial.

Alan Boyle, Belfast 5.

Very fine 'wire' made in this way can also be used for biplane rigging.—EDITOR.

Churchill assembly

IT is certain that the Churchill tank kit is very popular and very versatile, but I wonder how many Churchill models have been ruined by bad assembly. I have drawn up this table of instructions to replace the original stages 1-8 in the Churchill instruction leaflet. If followed to the letter, I guarantee a perfect miniature.

The instructions are, I hope fairly comprehensive, but very effective:

(1) Cement the whole stem of wheels

on to the whole stem of bogie brackets. Cut off wheels using old scissors. Press wheels home firmly and trim with a file (1-11) (13-34) (43-53) (55-76).

(2) Assemble sprockets (35-40) (77-82).

(3) Snip off bogies into a suitable receptacle.

(4) Cement 11 bogie arrangements on to outer hull side (42).

(5) Place two sprockets in place. Drape unjoined track over sprockets forming the top run of track (41).

(6) Cement inner hull side in place, engaging sprockets in holes (12).

Note: It is preferable to engage bogies in side, but it is not necessary.

(7) Repeat for right hand assembly and allow to dry (84, 54, 83).

(8) Staple tracks together and slide these round until the join is hidden.

(9) Proceed as instruction leaflet.

Having tried many other methods I can only conclude that this is the best method. I have yet come across for assembly of the Churchill.

One final point—I paint the tracks on all my tanks. For this I use either Rowney's Polymer Burnt Sienna or the thick unstirred Airfix dark earth with the thin top liquid poured off. Both are equally successful in representing the mud and thick rust that soon ungraciously bedecks tank tracks.

D. Allen, Northwood, Middx.

Card to plastic

FIRST I would like to say how much I enjoy your magazine and look forward to it each month.

I was building a Panzer III (May 1964 issue) when I ran out of Evo-Stik which I use for joining card to plastic. I found that a good substitute was to put 'Lion' paper glue (or similar) on the card, and polystyrene cement on the plastic. When put together it gave a firm join.

I have a short film called 'War in the Desert' in which an 8th Army soldier is seen riding a donkey. This is modelled by using an 8th Army body and cavalry legs. The donkey is easily made by painting up a zoo zebra the correct colour.

I would like to add to the growing list of requests for the German 88 mm AA gun which I feel is long overdue. I also think a Japanese tank would be acceptable.

P. J. Boyce, Halton, Leeds 15.

Turret making

CONGRATULATIONS on the May cover. May we expect future covers to depict colour schemes for planes, AFVs etc? Rather the logical result for a modelling magazine.

I was interested in the article on moulded tank turrets though I am inclined to agree with the author's implied self-criticism that having carved the balsa mould it is hardly worth proceeding—there is nothing wrong with well-finished balsa. However, for the modeller who wants a plastic turret from no more effort than the carving I would recommend the method I invariably use. This is to build up to turret height from thick pieces of plastic sheet, over cementing the 'sandwiches' so that the excess oozes out at the joins and when dry, filed, and sanded to shape the join lines virtually disappear, a process completed by painting. I have never seen this recommended but my King Tiger and Puma turrets will bear

comparison with moulded or balsa and are simpler than moulded and better than balsa as one has an all-plastic finish and the resistance to filing is just that desirable bit more than balsa.

J. Burrows, Southall, Middx.

'Q4' requested

NOW that we know more or less what the new 'Q4' will look like, I wonder how soon it will be possible to produce a kit of the liner. If it is anything like the *France* or *Canberra* it should prove to be a winner.

My second request is in connection with that of Mr D. Richardson in the March issue. I agree that theatrical characters would be an excellent idea, and if possible, why not have other kinds of fictional characters, such as Robinson Crusoe, Robin Hood and Mr Pickwick. I'm sure these examples, as well as many others, would be very popular indeed.

A. D. Simpson, Chislehurst, Kent.

Making sails

HISTORICAL ship enthusiasts might be interested in a way of making sails for their models. Each sail requires a piece of material cut to the correct size and shape, the edges being hemmed with a fillet of glue.

For furled sails, the piece is folded up, concertina fashion, so that the top corners touch the bottom corners, giving the loop of material in the middle. The folds are held in place with pins while the sail is tied with loops of cotton. The sail is then tied on to the yard.

For set sails, the cloth is ironed, and then soaked flat in a very strong starch solution. The upper edge is then sewn on to its yard and the lower corners tied down, while the sail is still wet. A hair dryer, held about six inches away from the sail in the direction from which the 'wind' is supposed to come, will both dry the sail and give a realistic 'blown out' appearance. Seams and rigging lines can be sewn in and, with practice, sails can be made reefed or goose-winged, etc.

K. R. Irvine, Warton, Lincs.

'Nelson' touch

SOME time ago in the AIRFIX magazine correspondence column someone pointed out the mistakes in the artist's drawing of the 5.5 inch gun 'Fire Discipline'. It is very little compared with the mistake on the lid of the *Nelson*. If she had fired her guns on the centre line I am afraid that it would have nearly split her in two. I believe that the last time this was tried was in 1917 in the *Courageous* and since then it was forbidden. Also the flag signal is the wrong way round. This should be accompanied by a plain red flag. I know it is easy to find fault with others but I am informed that all good artists keep books for reference.

E. E. Woods, Cosham, Hants.

Lancers museum

ANYONE interested in the articles on the Crimean War may also like to know that there is a museum of relics of the 17/21st Lancers, who fought in the Crimean War, at Belvoir Castle, in Leicestershire. There are also about 14 pieces of artillery of various dates on show there.

Keith Crabtree, Derby.

New Kits — continued

ideal combination of metal buffers, bogies and wheels for strength, stability and good rolling properties, and plastic sides, ends and roof for lightness and clear moulding detail. The latter includes grab rails, door handles, panelling and door hinges. The plastic parts are cleanly moulded in black plastic and they fitted together extremely well. The roof, so often a source of trouble, was a particularly good fit. The instructions are brief but adequate.

As previously mentioned the plastic sides in our kit were moulded in black plastic and the first coat of Humbrol GWR coach cream took nearly a day to dry despite a thorough washing before painting. So poorly did it cover that it was plain several coats of paint would be required and we could see it was going to take us nearly a week to paint just the cream. Luckily we had some Humbrol Flatting Agent to hand and the requisite amount was squeezed into the paint and stirred well. The remaining 4 or 5 coats were applied in less than half a day, so quickly did each coat dry and so well did they cover. The resultant finish was a pleasant semi-matt. Left to dry thoroughly overnight a strip of self adhesive tape was applied as masking tape to the cream, and the GWR chocolate brown, also with flatting agent added, was applied next morning. At 21s we unhesitatingly recommend K's kit. N.S.

USEFUL ITEMS

W E'VE just been trying a sample of the new Twin-Face Meteor double-sided tape which is being produced by the Rolex Paper Co. As its name implies, this is similar in appearance to ordinary adhesive tape but has a gummed surface on each side. It comes in a roll of protective paper

which peels off before application. Though not intended specifically for modellers, this Twin-Face tape has many uses in the hobby field as it can be used very effectively for temporary or even permanent joins—such as fixing a model house to a baseboard—and we used it, for instance, to hold two sheets of plastic card together while cutting out two identical shapes for a model superstructure. Worth having in your tool-box, it is obtainable from hardware and 'do-it-yourself' stockists, who can supply price details.

Another new release is Tufset plastic putty, which differs from the customising body putty made for modellers, but nonetheless will be of interest to hobbyists. This comes in 2s packets containing two plastic compounds which are rolled together in the hand to form a mixture suitable for application. We didn't try this on a plastic model but it seems eminently suitable for such minor work as repairing cracks in baseboards or chips in scenery. It also appears to be just the thing for repairing metal models. At its modest price, it's worth having a packet handy for jobs like this. C.O.E.

LATEST LESNEYS

A N excellent die-cast miniature of a Scammell Constructor tipper truck is the latest 'King' size release from the Lesney stable. Scaled at 1:69 it is beautifully detailed down to the headlamps on the front bumper, plated air horns on the roof, treaded tyres, twin rear wheels, and suspension. The tipping heavy duty body has a simulated hydraulic action and remains set in any desired position. Just the thing for miniature airfield construction companies, it costs 6s 11d. In the Matchbox range, Lesney have released a GMC refrigerator truck to 1:87 scale. With opening rear door and detailed box body, it costs 2s. C.O.E.

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Airfix Magazines, February and May 1966; will trade Nor-dern 1:72 or 1:48 WW11 decals. Write: John Peters, 2111 Lucerne Avenue, Miami Beach, Fla. USA 33140.

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2 G Ross one inch wooden wheels, further details from: W. M. Lennox, 108 Buccleuch Street, Glasgow, C.3.

Airfix Magazines; April 1963-March 1965. Mint condition. Offers to Mr. G. R. Foot, 35 Vardens Road, Battersea, London, S.W.11.

Airfix Magazines; March 1963-March 1965. Also May, July, August, December 1965 and January 1966: P. Larcombe, 27 Hervey Road, Chard, Somerset.

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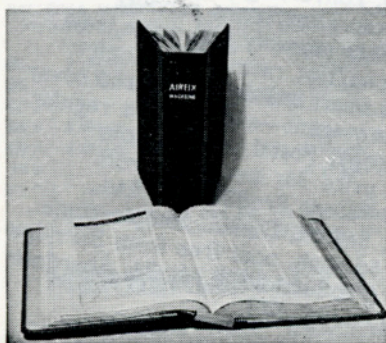
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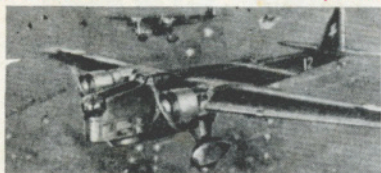
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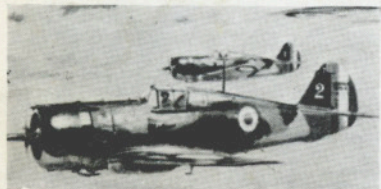
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